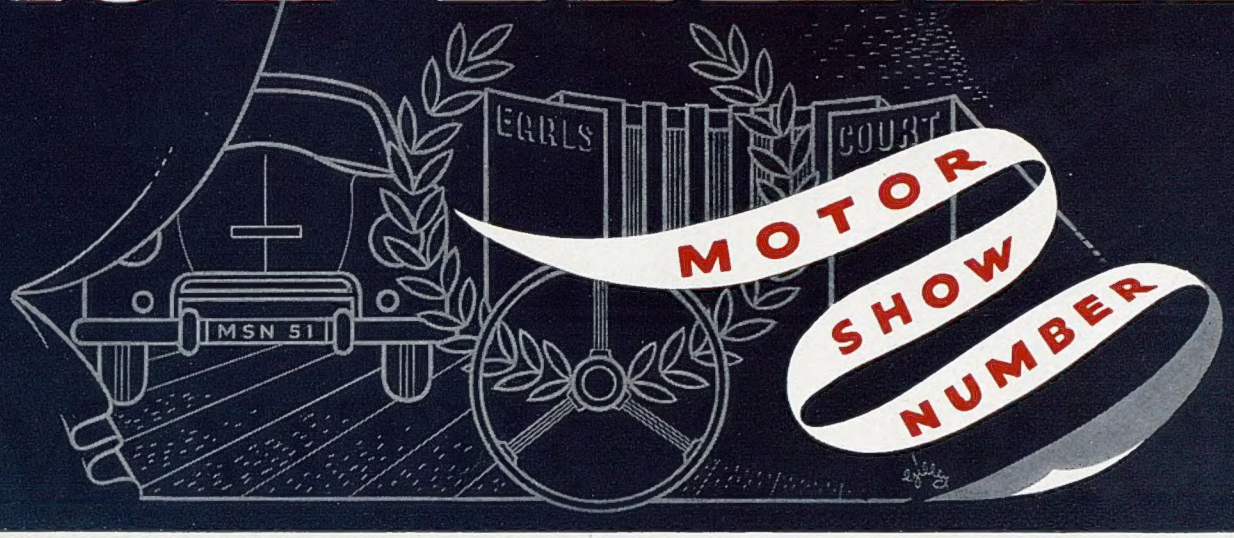
FOR POSTAGE RATES SEE FRONTISPIECE

Vol. CCVII, No. 2697

THE SPHERE, OCTOBER 20, 1951
With which is incorporated "BLACK & WHITE" and "THE GRAPHIC"
2/-

THE SPHERE



McVITIE & PRICE
Makers of Finest Quality Biscuits
EDINBURGH • LONDON • MANCHESTER

TANZARO
finest fruit squash
JEWSBURY & BROWN LTD., MANCHESTER 12
℗26

SEE
JAEGER
FINEST WOOL AND STYLE

GREYS are great CIGARETTES

It's a Vintage Beer...
TRADE MARK
Bass

A new and superior blend of
HARDEN'S
PURE CHINA TEA
is now available from high-grade grocers and provision stores

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

PRICE TWO SHILLINGS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM

Office : Ingram House, 195-198, Strand, London, W.C.2

AN *Outstanding* EVENT OF THIS YEAR'S MOTOR SHOW

DAIMLER

3-LITRE 'REGENCY'

The new 3-litre 90 h.p. 'Regency' combines traditional standards of elegance and quality with an entirely new concept of Daimler performance. A completely new car of improved design, it represents values unprecedented in Daimler history. Notable features are its wide wheel-base, realistic elbow room and leg stretch for six people, space for full touring luggage, extreme docility and easy handling in traffic, flashing acceleration and speed that is all you will ever need or can safely use anywhere outside a race-track.

it's undoubtedly a Daimler

Britain's first viewing of the new

DAIMLER 'REGENCY'

on Stand 166—Earls Court

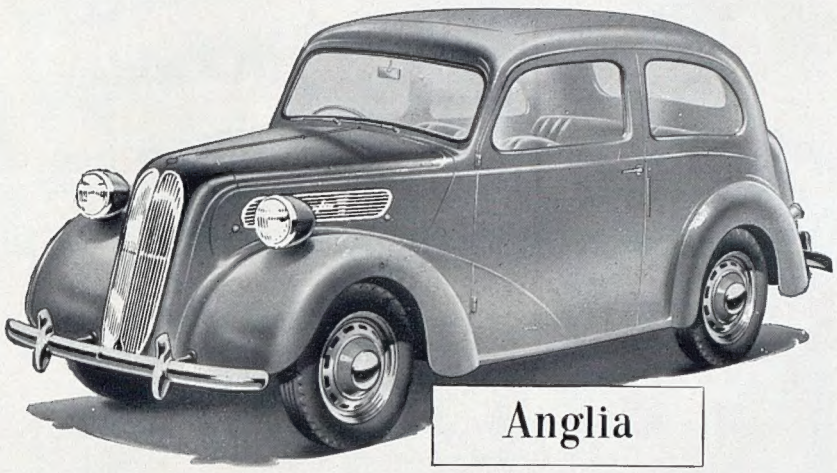
Call at the Daimler stand for a copy of the 'Daimler News', giving the full story of the development of the 'Regency' with illustrations and full details of its new features. If you cannot visit the Motor Show write for your copy to

Bureau 'g', The Daimler Company Limited, Coventry

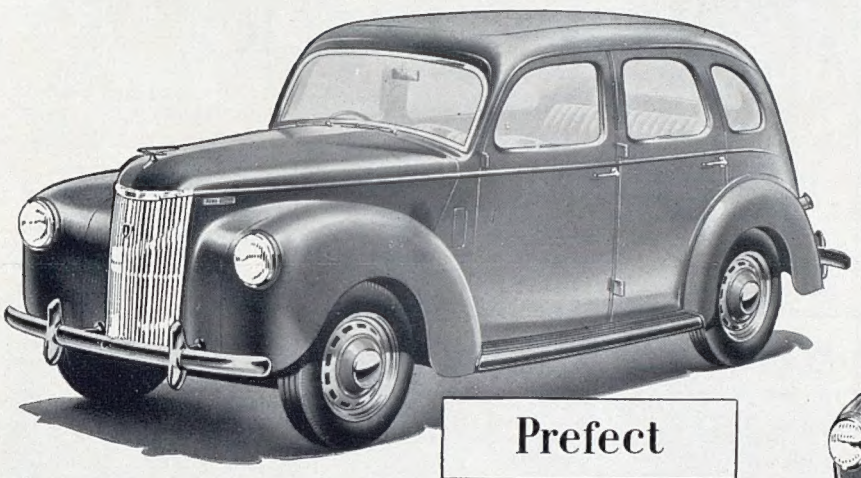
BY APPOINTMENT
Motor Car Manufacturers
To H.M. King George VI

THE DAIMLER COMPANY LIMITED, COVENTRY

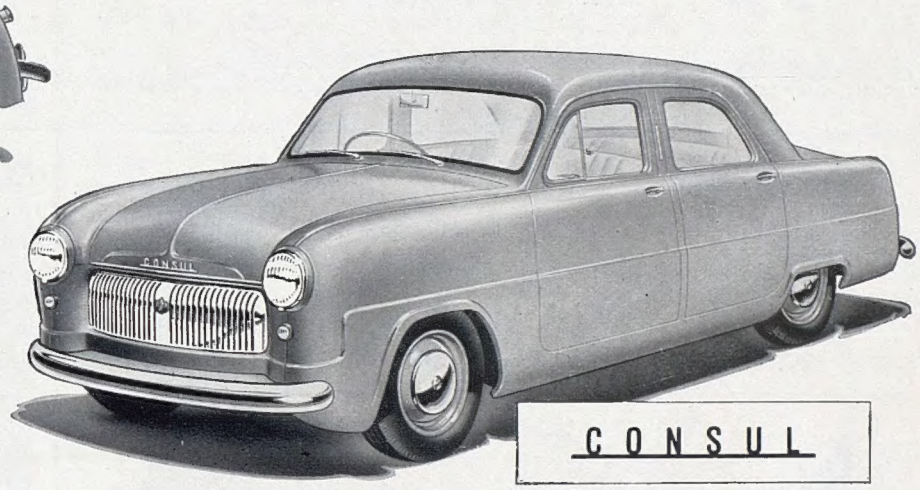
Leadership from A to Z



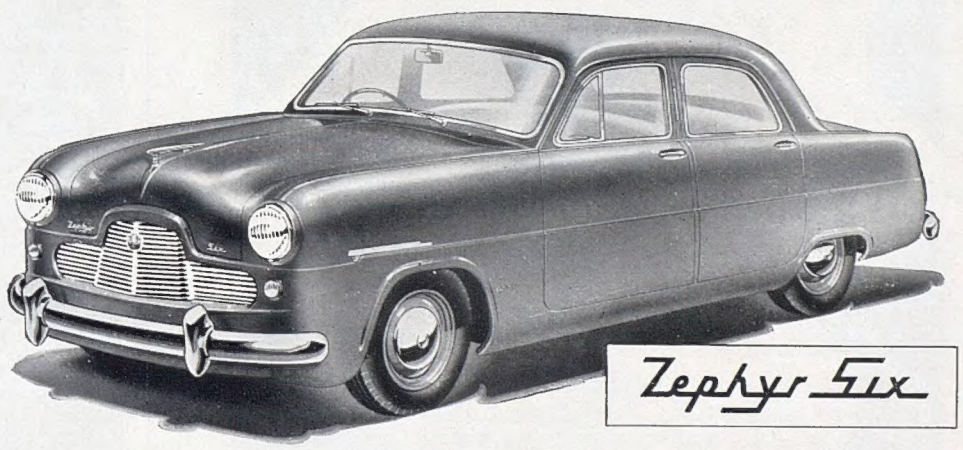
Anglia



Prefect



CONSUL



Zephyr Six

Anglia, Prefect, Consul, Zephyr-Six—that's the Ford range now! And all along the line, it's 'Five-Star' Motoring to the letter!

★ *FINE PERFORMANCE*
★ *FIRST-CLASS DESIGN*
★ *LOW INITIAL COST*
★ *COMPREHENSIVE SERVICE*
★ *LOW MAINTENANCE AND RUNNING COSTS*

These together add up to 'Five-Star' Motoring—the basis of Ford leadership.

Ford *MOTORING IS 'FIVE-STAR' MOTORING*

THE BEST AT LOWEST COST

Earls Court • Oct 17-27 • Stand No 153

FORD MOTOR COMPANY LIMITED · DAGENHAM

*

On all counts from sheer elegance to pure practicability the VANDEN PLAS Princess II is as pleasing to the man of business as to the man who takes a pride in his motoring.

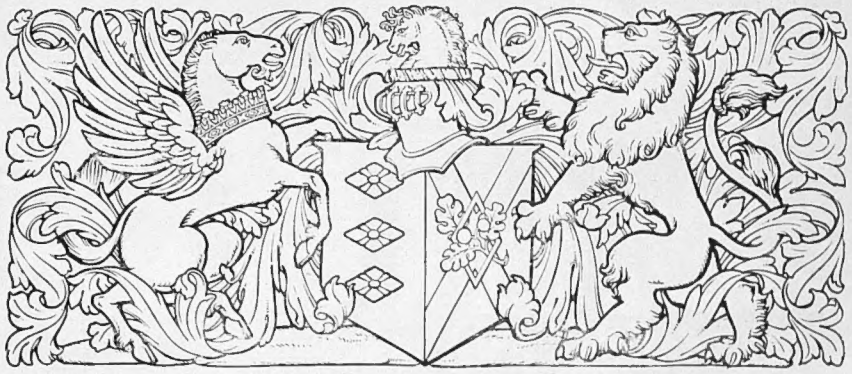
MOTOR SHOW, STAND NO. 103

THE Vanden Plas PRINCESS II

COACHBUILT SALOON on the Austin 'A 135' Chassis

Austin A 135. Princess II Saloon. Price £1,702, plus £947.1.1 Purchase Tax
Austin A 135. Princess II Touring Limousine. Price £1,833, plus £1,019.16.8 Purchase Tax

VANDEN PLAS (ENGLAND) LTD., KINGSBURY WORKS, KINGSBURY, LONDON, N.W.9. TELEPHONE COLINDALE 6171-2

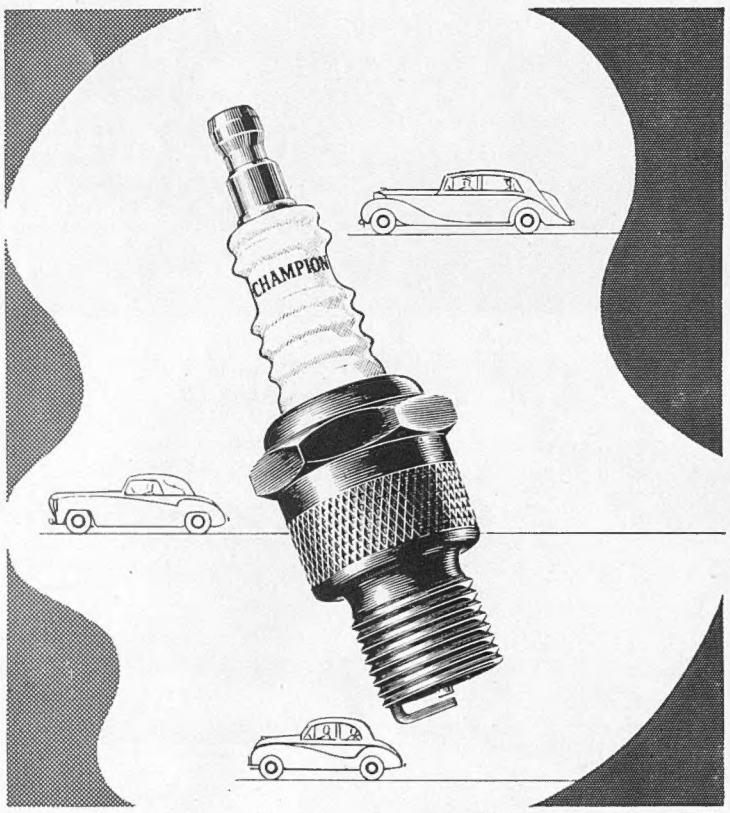


GOOD CARS HAVE

BRITISH LEATHER

UPHOLSTERY

For luxurious comfort there's nothing like Leather



FOR QUALITY AND DEPENDABILITY

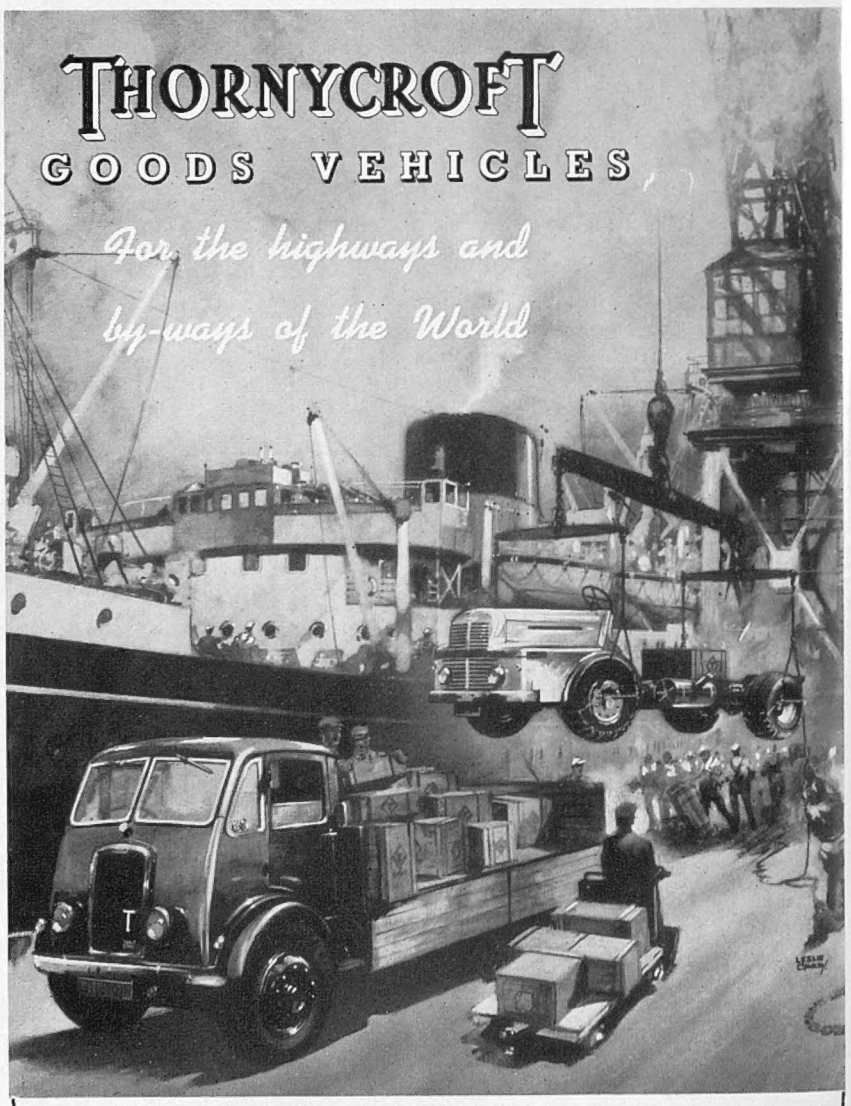
CHAMPION

PLUGS

THORNYCROFT

GOODS VEHICLES

For the highways and by-ways of the World



Particulars of 2-, 3- and 4-axled types for up to 224,000 lb. gross laden weights, from :—

JOHN I. THORNYCROFT & CO. LIMITED, LONDON, S.W.I, ENGLAND

NEW SENSATIONAL CAR-WAX SWEEPS THE COUNTRY!

GUARANTEE

Car-Plate is a Wax—only wax gives lasting shine and protection

TENS of thousands of motorists have proved that Car-Plate gives their cars a genuine wax finish, the brightest shine, the most lasting protection—*in 20 minutes!* Just spread Car-Plate on a clean★ car, let dry—then wipe lightly. That's all! No rubbing with Car-Plate—so quick and easy a child can do it!

And that beautiful gloss is also your car's best protection against sun, rain and grime. Get a tin or bottle today—your money back if not completely satisfied.

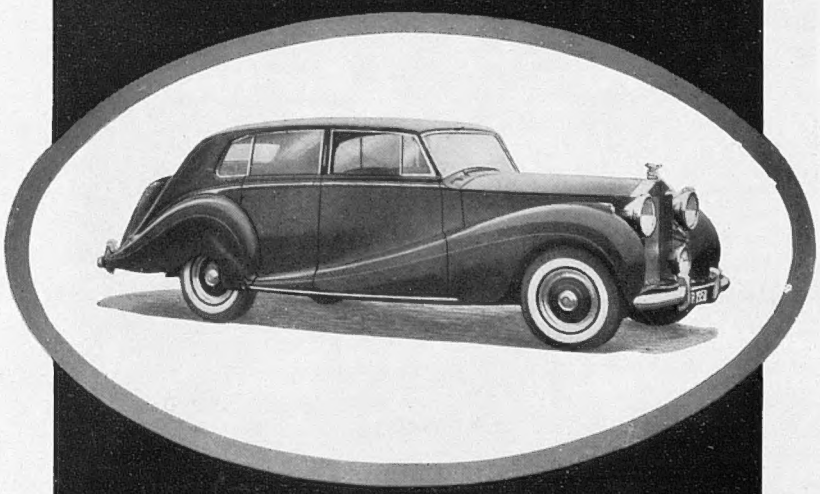
5/- from all garages

JOHNSON'S
CAR-PLATE
MADE BY THE MAKERS OF JOHNSON'S WAX

★ *The easy way to prepare the finish of your car for a Car-Plate waxing is to clean it super-clean with Johnson's Carnu.*

H.A.FOX
& CO. LTD.

Officially appointed Retailers for
ROLLS-ROYCE & *BENTLEY*



Special Retailers of H.J.MULLINER *Coachwork*

3-5, BURLINGTON GARDENS, OLD BOND ST., W.1.
Telephone: REGENT 7687

The Jowett Jupiter at Le Mans 1950

Why race?

The Jowett Javelin at Spa 1949

It takes courage for a car manufacturer to go in for big international competitions.

It's a risk, a costly venture, something he's not called on to do.

And yet . . . we've entered for those strenuous rallies and big races with both the Javelin and the Jupiter.

Four days solid driving over icy winter roads and mountain passes to Monte Carlo—24 hours flat out speed at Spa and Le Mans—the gruelling T.T. race prove a great deal. Prove these cars can beat the world's best in their class.

Regular racing since the war has given Jowett cars a rare refinement in handling—a subtle responsiveness—an enormous reserve of safety. Competition work has dictated advances in design to chassis, engine, brakes, suspension—everything. You get the benefit when you get a Javelin.

The Javelin is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have one in your hands—real family comfort—30 m.p.g. economy—and performance.

Top speed, electrically timed 80 m.p.h. Acceleration 0-60 m.p.h. in 22.4 seconds ("The Autocar" Road Test, 1951). Horizontally opposed flat-four 50 B.H.P. Engine.

1951 IS JOWETT JUBILEE YEAR

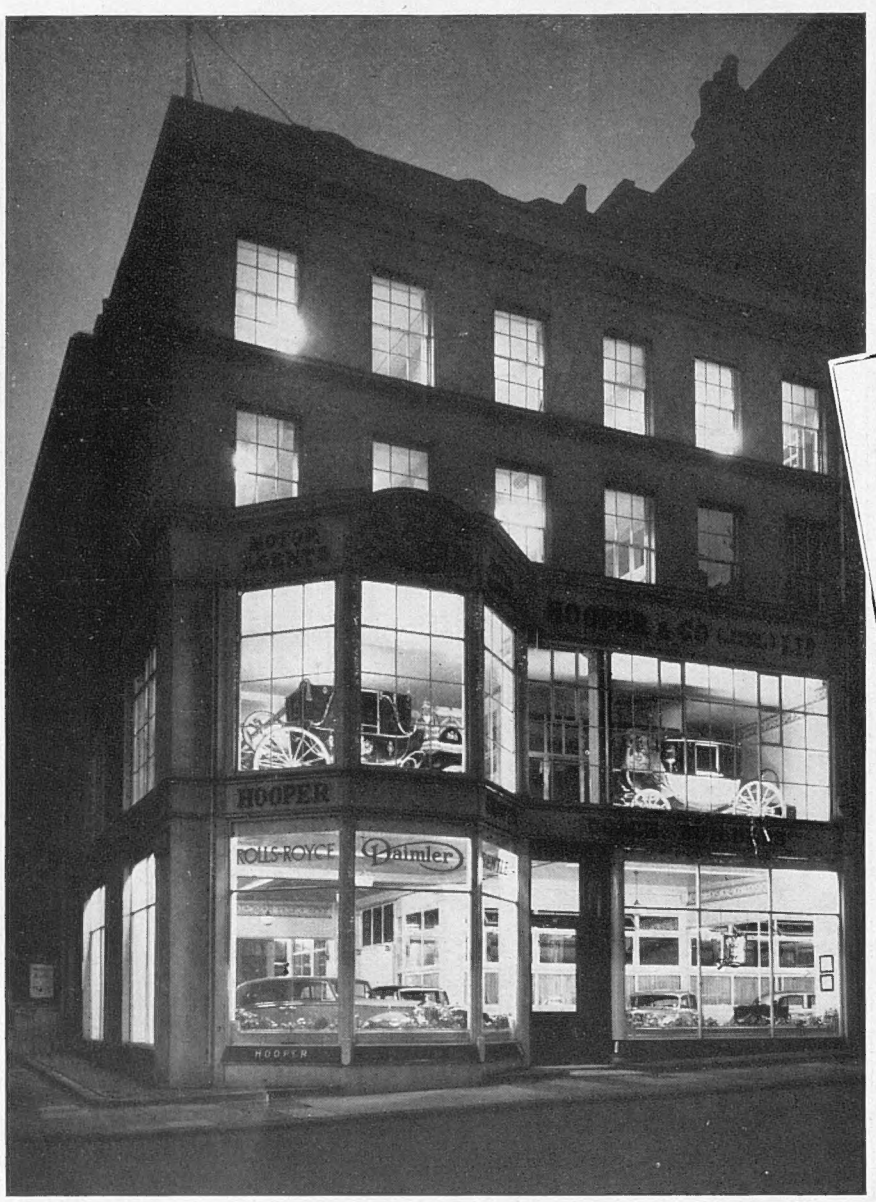
MAJOR JAVELIN AND JUPITER SUCCESSES

JAVELIN	**1949**	1st & 3rd—1949 Monte Carlo Rally—1½ *Litre Class*
		1st—Austrian Touring Club Winter Trial—2 *Litre Class*
		1st—Rheineck/Walzenhausen Hill Climb—1½ *Litre Class Touring*
		1st—24 Hour Belgian Grand Prix, Spa—2 *Litre Touring Class*
	1950	1st Rallye des Neiges (*General Classification and* 1½ *Litre Class*)
		1st—Vues des Alpes Hill Climb—1½ *Litre Class Experts*
	1951	1st—Swedish Winter Trial—*General Classification*
JUPITER	**1950**	1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ *Litre Class*
	1951	1st & 2nd—Monte Carlo Rally—1½ *Litre Class*
		1st—Lisbon Rally—*General Classification and* 1½ *Litre Class*
		1st—Bremgarten Sports Car Race—1½ *Litre Class*
		1st—Rheineck/Walzenhausen Hill Climb—1½ *Litre Class*
		1st—Le Mans 24 Hour Grand Prix d'Endurance—1½ *Litre Class*
		1st & 2nd—R.A.C. Tourist Trophy Race—1½ *Litre Class*
		1st—Watkin's Glen Meeting—1½ *Litre Race*

1½ litre
JOWETT JAVELIN

take a good look when it passes you

Jowett Cars Limited, Idle, Bradford, Yorks



BY APPOINTMENT MOTOR BODY BUILDERS TO H.M THE KING

HOOPER AND COMPANY (COACHBUILDERS) LIMITED

Tradition

Hoop

The
INTERNATIONAL
MOTOR EXHIBITION
October 17—27
STAND NUMBER
102
Carriagework Section

Hoopers
quality and Craftsmanship

HOOPER

Uncommonly fine coachwork

HOOPER AND COMPANY (COACHBUILDERS) LIMITED

Established 1807

54 ST. JAMES'S STREET, PICCADILLY, LONDON, S.W.1. TELEPHONE : REGENT 3242

OFFICIAL RETAILERS OF ROLLS-ROYCE, DAIMLER AND BENTLEY

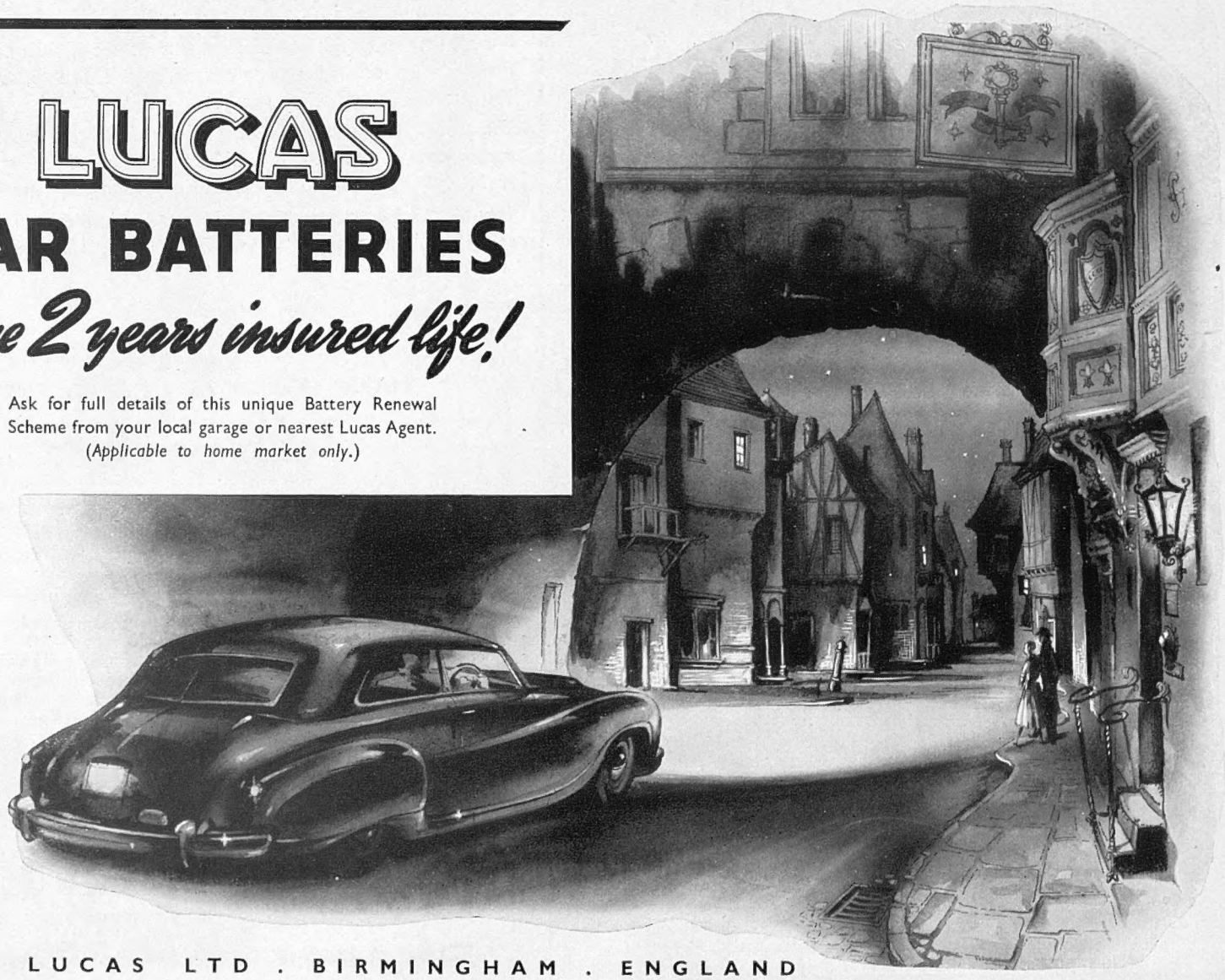
DISTRIBUTORS AND RETAILERS OF LANCHESTER CARS

LUCAS

CAR BATTERIES

have 2 years insured life!

Ask for full details of this unique Battery Renewal Scheme from your local garage or nearest Lucas Agent.
(*Applicable to home market only.*)



JOSEPH LUCAS LTD . BIRMINGHAM . ENGLAND

MOTOR SHOW STAND 251

NEW AUSTIN SEVEN

Into this new version of the famous 'Seven' Austin have built all the features and refinements which have made the post-war Austins the world's most sought after cars. High efficiency O.H.V. power unit; speeds in excess of 60 m.p.h.; petrol consumption up to 50 m.p.g.; independent front suspension; four rear-opening doors; ample room for four with luggage! Truly a car that will open the eyes of the world.

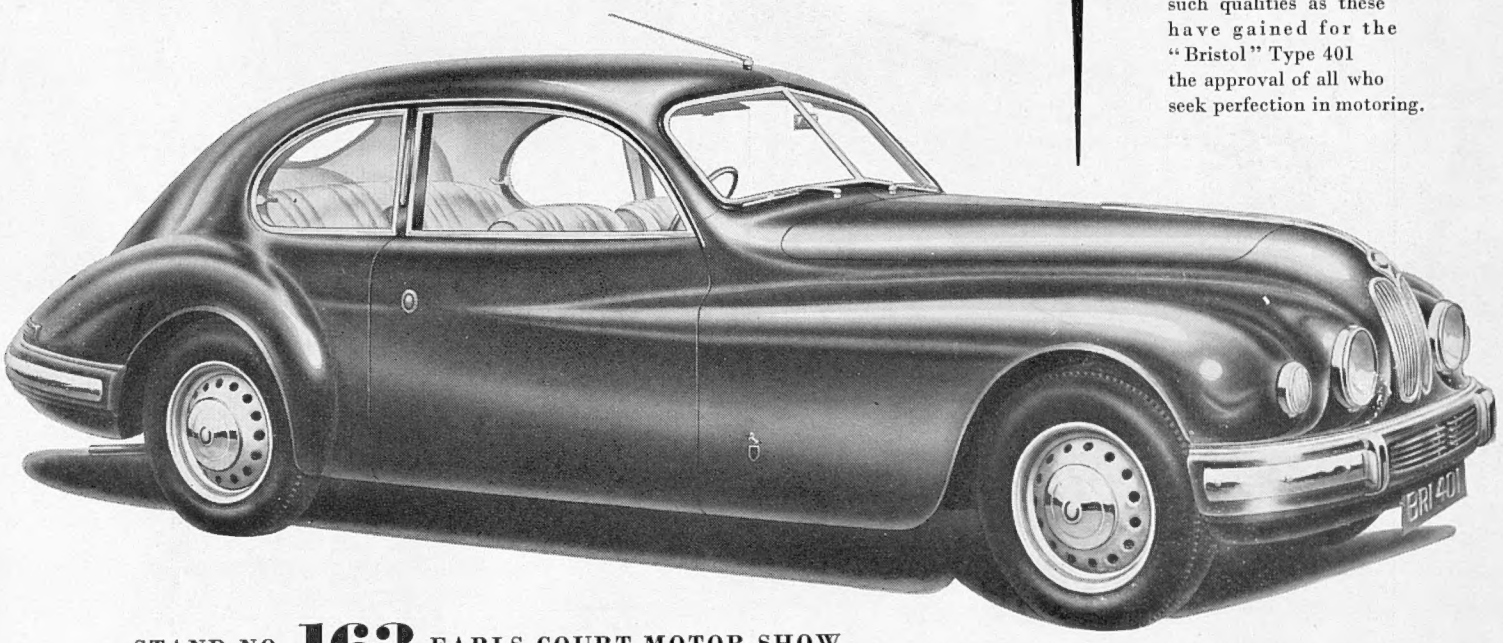
AUSTIN – you can depend on it!

**

The highest standard in motoring . . .

"BRISTOL" 2 LITRE

Fine design . . .
precise craftsmanship
and high performance . . .
such qualities as these
have gained for the
"Bristol" Type 401
the approval of all who
seek perfection in motoring.



STAND NO. 163 EARLS COURT MOTOR SHOW

THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED · FILTON HOUSE · BRISTOL

MORE
POWER
MORE
SAFETY
WITH GREATER
COMFORT

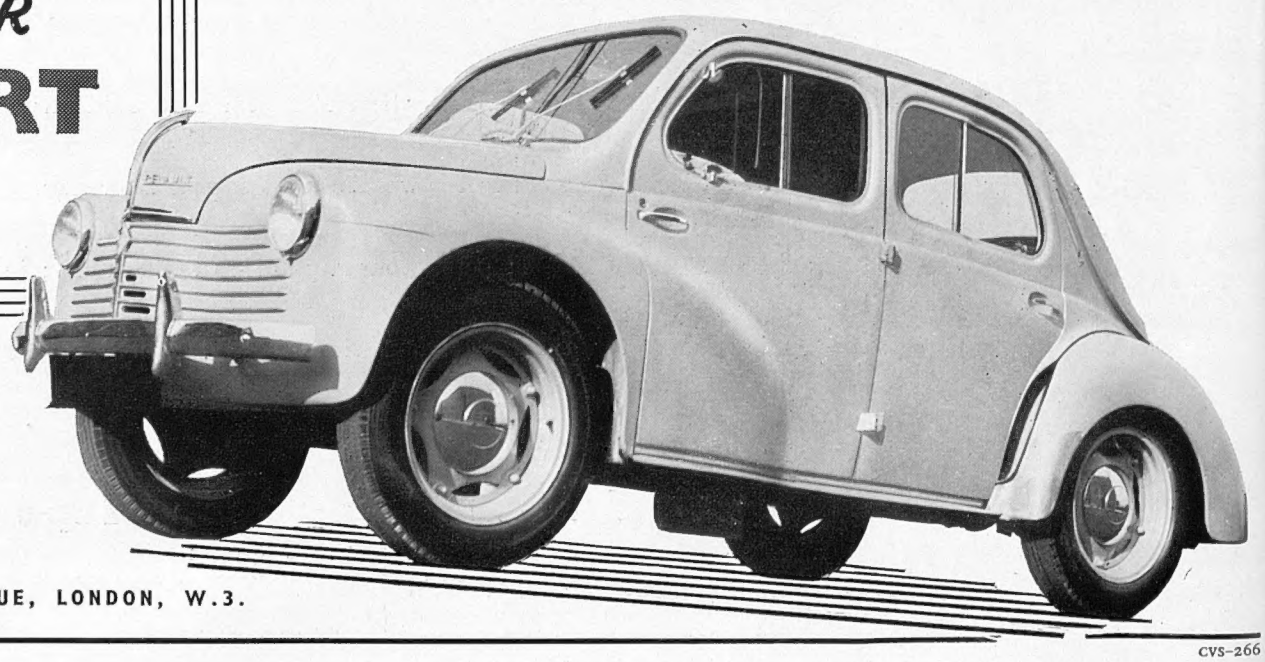
EARLS COURT
STAND No. 144
RIGHT IN THE
CENTRE

THE RENAULT 750 FOR 1952

At the top of its class and there to stay—the Renault 750 goes from strength to strength. Now, in its 1952 form, a power increase to the 4-cylinder engine of *more than 20%* adds new quality to this already supreme light car. A highly manœuvrable, power packed performer, the new Renault 750 will give you all the sparkling acceleration you need in traffic, more impressive top-speeds, crisper take-offs and even more effortless hill-climbing—yet with always something in reserve. And still the 750's extraordinary petrol economy remains unaffected—a test by *The Motor* showed 50 m.p.g. at a steady 40 m.p.h!

All this—plus improved Telescopic shock absorbers and bigger tyres to provide extra comfort and safety for 4 passengers—puts the Renault 750 on a high quality level unequalled in light car motoring.

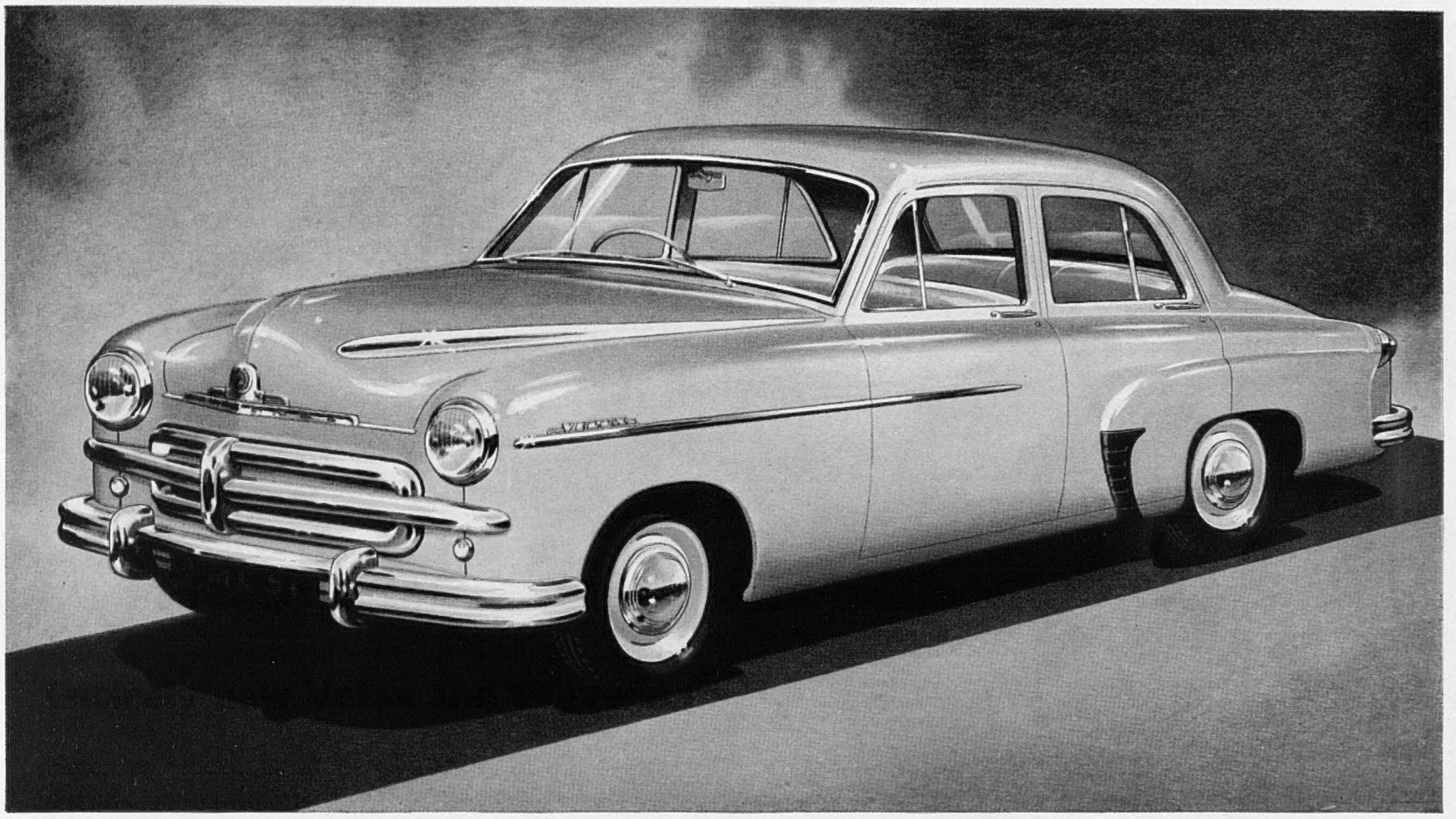
RENAULT 750



RENAULT LIMITED, WESTERN AVENUE, LONDON, W.3.

CVS-266

PRESENTING THE Big NEW VAUXHALLS



Entirely new Velox and Wyvern models

Here, we believe, is the best balanced combination of desirable qualities ever brought together in modern car design. Here is big car motoring of a new and fascinating character . . . style without ostentation, high performance with low revs, real economy with Vauxhall quality. Here is spreading comfort for five and room for a sixth, space for a full load of holiday luggage, new suspension front and rear, unusually good road holding and steadiness on corners, all-round vision . . . *and all-round technical excellence.* Here, in short, in these two outstanding new Vauxhalls, is Engineering Leadership at its best. The specification is really worth studying. Ask your local Vauxhall dealer for details — or write direct to

- **Longer, Wider, Sleeker**
- **Full 5-seater Roominess**
- **Superb Riding Comfort**
- **True Vauxhall Economy**

6 CYL. VELOX

2¼ litres; 75 m.p.h. For really high performance. With surprising economy. (25 m.p.g. with normal driving).

£515 plus £287 12. 3. P.T.

4 CYL. WYVERN

Same size, same modern styling as Velox; 1½ litre engine, and outstanding economy. (Well over 30 m.p.g. with normal driving).

£475 plus £265 7. 9. P.T.

VAUXHALL MOTORS LIMITED LUTON BEDFORDSHIRE

***

The car that *turned the head* of the world

Never perhaps has any car created such a spontaneous world-wide impression as this gracious, spacious and powerful Jaguar Mark VII Saloon. Its XK 120 engine has long been the wonder of the motoring world by its record-breaking performances in the Jaguar Sports Model which has won so many international victories. Capable of speeds in excess of 100 m.p.h. with noiseless, effortless ease, the Mark VII is yet serenely docile in the slowest city traffic. Its stately interior abounds in roominess and comfort, and its exceptional luggage space will house four large suitcases and four big golf bags as well as smaller items. Its all-round visibility, fingerlight but positive steering, extra-powerful, vacuum servo-assisted brakes and superb suspension all combine to make this magnificent saloon the smoothest, surest and safest car you have ever known — the finest car of its class in the world.

The Mark VII

JAGUAR

Powered by the famous XK120 engine

The Mark VII Saloon on show at the Waldorf-Astoria, New York

• *See* THE FINEST CAR OF ITS CLASS IN THE WORLD *on* **STAND 157**
EARLS COURT

Volume CCVII No. 2697 The SPHERE, London, October 20, 1951

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

PRINCESS ELIZABETH JOINS IN A "SQUARE DANCE"—WEARING COUNTRY COSTUME AS SHE TOOK PART WITH PRINCE PHILIP IN OLD-TIME COUNTRY DANCING AT A PRIVATE PARTY AT GOVERNMENT HOUSE, OTTAWA: The party was given by Field Marsha Lord Alexander, Governor-General of Canada, and was attended by about eighty dancers, for the most part in cowboy costumes. After the dance Princess Elizabeth and Prince Philip boarded the Royal train for Toronto.

On October 11 Princess Elizabeth appeared at a State dinner in Ottawa wearing a gold and white lace evening dress, a tiara and a diamond necklace. On the following night, at her first informal entertainment in Canada, a private party at Government House, Princess Elizabeth appeared in country costume and Prince Philip as a cowboy, and they joined eighty others in an evening of country square dances. During the summer Princess Elizabeth had told Lord Alexander that she had read about these dances and would like to see some of them. Lord Alexander, who is an enthusiast for these dances, suggested that instead of merely watching them she should take part. The Government House party provided an occasion of gay colour, with the women in dirndl skirts and peasant blouses and the men in cowboy chequered shirts and tan slacks. The dancing continued until the early hours of the morning, and Princess Elizabeth and Prince Philip emerged with such additions to their ballroom repertoire as "Cattle in the Crop," "Haste to the Wedding," "Farmers' Jamboree," and other favourite Westerns. (See also pages 113-14-15.)

Postage—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3d.

A LONDON NEWSLETTER

INGRAM HOUSE, 195-198, STRAND, W.C.2

Thursday, October 25.—

I am not essentially humble at heart, but I cannot honestly think of any adult less equipped to pronounce on a political issue. Not that it matters. People who read THE SPHERE, I judge after twenty-six years' experience of its readers, are people who have found themselves capable of managing their own affairs; moreover, they are not to be swayed by whispers nor cheated by promises nor won over by slogans nor convinced by headlines. In this election, never were the issues so clear. For my own satisfaction and for purposes of record, I will set down once more why I shall vote Conservative on October 25, and why I hope that preponderating millions more will do ditto. We need a change of Government to change the luck. We need experience, dignity, courage and discipline in Government. We need a Government, not too much obsessed by Party considerations, to go out generously to regain national unity, bravely to demand harder work, a higher sense of responsibility, a nobler ethical standard, greater self-reliance, a regained love and pride of country. We want a Government—and whatever its label, "Tory," "Conservative" or what-not, it will inevitably be socialist and democratic to a degree which the Socialist charters before the wars never dreamed to aspire to—that is pledged to put England back on the map of Europe and back on her own feet. We want a Government dignified and big-minded enough to rise above party scores and gutter-sniping and cheap sneers at past failures, and above half-truths and clumsy lies. I shall vote Conservative because I cannot endure the idea of being governed for another five years by at least 50 per cent. of the men whom Mr. Attlee has been compelled to place in authority over us.

FROM NEW SOUTH WALES TO WHITTINGTON'S LONDON—SIR LESLIE BOYCE, LORD MAYOR-ELECT OF THE CITY OF LONDON, AND LADY BOYCE STANDING OUTSIDE THE HOUSE OF LORDS AFTER SIR LESLIE HAD WAITED ON THE LORD CHANCELLOR TO REQUEST THE KING'S APPROVAL OF THE CHOICE OF THE CITIZENS: Presenting the Lord Mayor-Elect to the Lord Chancellor, the Recorder, Sir Gerald Dodson, said that Sir Leslie Boyce had set out from a remote corner of New South Wales to discover Whittington's London for himself. He had arrived at the haven of his desire and had been elected without a dissentient voice as Lord Mayor of London. Afterwards the Lord Chancellor and the Lord Mayor-Elect pledged each other in silver loving-cups decorated with lilies of the valley. In the evening the Lord Mayor-Elect gave his presentation dinner at Vintners' Hall, at which the Lord Chancellor was present. Sir Leslie Boyce is well known as a barrister, and he was Conservative M.P. for Gloucester from 1929 to 1945. He was born in Taree, New South Wales, in 1895, and was educated at Sydney Grammar School and Balliol College, Oxford. In the First World War Sir Leslie was with the Australian forces in Egypt, at Gallipoli and on the Western Front. In 1920 he was awarded a Rhodes scholarship, and since then his fortunes have for the most part lain in England. Sir Leslie will be sworn in on November 8.

The Era of Youth.—

After world wars, the cry is always for the political leadership of younger men. "If young men had been in charge, those horrors would never have been." Age is condemned; "Youth knows what war means," and so on. The facts are not regarded. It doesn't affect the argument for the claims of youth that a youngish man with a young organisation started the last war and that an old man and a sick man pulled England and America out of the fire. After the last world war, the same cry went up and perhaps it influenced many votes in many lands for the Governments they got. But what voters want is not always what they get. These thoughts occurred to me as I examined a photograph of Mossadek on his journey to New York. He didn't look very young or vigorous. Who are the men who have chiefly influenced our not very satisfactory international relations in the past six years, and our domestic? Joe Stalin is no chicken; Ernie Bevin was in the bath-chair stage; Truman and Attlee are past the prime of youth; and grey hairs have not brought restraint and wisdom in utterance to men like Shinwell and Dalton. If votes cast at home for Socialism in 1945 were intended to be votes cast for youth, here in England it didn't work out that way. (Mr. Strachey was certainly fairly young!) Mr Churchill is older than most of the protagonists, but I wouldn't condemn him as a leader to-day on the score of years. Beside many of the figures who have fuddled the affairs of the world in the past six years, he is a chicken—*some* chicken. I would not cast a vote on October 25 for Socialism as representing "youth at the helm and pleasure at the prow" There is nothing wrong with the leadership of old men if those men have retained enough of their vigour and health to stand the strain of daily routine and responsibility, and have acquired the experience, the restraint, the calm judgment and the skill which only years in responsible positions can bring.

Nahas Pasha Intervenes in General Election.—

It looks as if one more independent had decided to support Mr. Churchill and the Tories this time. Nahas Pasha's dramatic announcement of abrogation of two Treaties with Britain was exactly timed. The sickening technique followed Mossadek's (and, indeed, Hitler's) very exactly. The students and hot-heads prod, the demagogue premiers respond, the nation is set on fire and the fat is in it. Mr. Morrison's term at the Foreign Office can hardly fail to be an election counter. How much will remain of England's influence in the Near East if he returns to the Foreign Office for another spell of statesmanship? Moreover, Manchester, in the case of Egypt and the Sudan, may think to-day what England will put into practice on October 25. For threads of cotton are woven into the fabric of the Egyptian tapestry. No doubt at all, six years of the Welfare State and half-a-century of regimentation has sapped our national pride. Our love of country has perhaps become a backyard devotion. We are so concerned with furnishing the drey on the branch we sit on, that we have forgotten that if the branch falls (let alone the tree), the nuts we store will fall with it. Once more, the Government has "taken a firm line" and no doubt "realised the implications." It is a less anxious decision to announce this time, because it is more than likely that another Government and Foreign Secretary will be there to deal with those implications. Neither in Persia nor in Egypt do we believe that the only alternative solutions of these problems of nationalism-run-mad are world war or a scuttle after "writing to *The Times* about it."

Atomic Arms Race?—

Well, perhaps. But let us frankly admit that the race has been launched first by a volley of *words*. If Stalin's Press statement on atom development in Russia had no connection with Mr. Acheson's statement, not many hours earlier, of the startling advance in military atomic weapons in the U.S.A., then let us assume that nothing is related to anything anywhere, and that the Iron Curtain is as effective in the ether as on the land. Bless me, if these statements are not the bluffing of anxious, frightened men, terrified of attack and leaving no stone unturned to deter their expected invaders, then indeed no farmer ever hopefully dressed a scarecrow to fright a crow from his corn. No doubt atomic bombs have burst in U.S.A. and U.S.S.R., and no doubt burst straights are still good enough to bluff on at poker games. Whether Russia's straight or the U.S.A.'s straight is a royal or burst, we need not here consider. These statements, exaggerated or substantially true, are to-day put out as bluffs, are the justifiable expedients of anxious statesmen determined not on war, but only concerned to deter aggression, and the first revelations which they announce to the world are that those who have the secret weapon and are sweating to improve it, are terrified of it, and are terrified of the enemy against whom they prepare it in defence.

Pieces of Eight.—

Fourteen young men are off from Gosport in the schooner *Hispaniola*—no, *Lamurna*—in search of Captain Kidd's treasure, with the Captain's original chart of his dump in the China Seas. They have not shipped a one-legged sea-cook, but otherwise the cruise is on Stevensonian lines. Good luck go with them! All the world over, young men are in search of Flint's or Kidd's treasure, and some of the expeditions are wilder goose-chases. Treasure to be lifted for the asking is a rarity. As a rule there is more to it than a voyage, a locating of a site and a quick dig followed by a count and a divide. Generally, a divide of any solid sort usually implies forty years' hard labour, a daily 8.45 train up, an office stool well polished; and even then the Exchequer is wont to demand its share, and there will be little left for the owner's posterity. There is something of Kidd's treasure in the Welfare State as too many conceive it. It is not easy money. It doesn't mean more reward for less work. On the contrary. Soaking the rich does not lead to mass prosperity and everybody riding in his carriage. Kidd and Flint thought so and were disillusioned, and to-day all too many, short of memory, are feverishly embracing Kidd's big idea. Mossadek and Nahas and scores more we could name are reviving Kidd's big idea or hoping for an easy divide from the fruits of Kidd's industry. But all they will get will be some old, dry bones.

Final Salvo.—

If you vote for the Tories you will be voting for war. You will be voting to slash subsidies and push up prices; you will be voting to undo the splendid work done by the Coal Board in the mines, to starve the populations in our Colonies, to victimise Trade Unions, to bring back unemployment, monopoly, bosses and capitalists, to soak the poor and favour the rich, and to wreck or cheesepare the splendid (and exclusive) creations of the Socialists, the Health and other social services. These are serious charges, but I shall risk voting Conservative on October 25, because I cannot endure the thought of being governed and represented in Parliament by men and women who are dishonest enough, ignorant enough, stupid enough and small-minded enough to make such charges and to set them up in print.

THE OLD STAGER

"WITH BEST WISHES"

IT is by no means too early to think of Christmas presents—especially for friends overseas. Those in search of a present likely to be appreciated will find that a year's subscription to THE SPHERE provides an ideal gift.

Each week as the new copy arrives, the recipient will be reminded afresh of the kind thought and good wishes of his or her friend at home in Britain. Orders for subscriptions for THE SPHERE to be sent overseas can be handed to any good-class newsagent or bookstall, or sent direct to The Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2, and include the name and address of the person to whom the copies are to be sent, and the price of the subscription. Canada, £5 14s. Elsewhere abroad, £5 18s. 6d. (to include the Christmas Number).

A BATTLE IN BRITAIN

The Large-Scale Exercises in Southern England

In perfect autumn weather 50,000 troops have been locked in a great battle in Southern England in one of the most realistic exercises ever staged in this country, and among the observers has been Field-Marshal Lord Montgomery, General Eisenhower's Deputy in the European Supreme Command. Umpires, spectators and participants have been busy listing the hundred-and-one things various members of the opposing sides should have done to further the battle, and there is little doubt that for all concerned the exercise has taught valuable lessons. The movement of the armour during the week-end was marked by sudden and major changes of direction, but despite ideal conditions in which to deploy, the tanks did not make the best use of their opportunities. If they had done so the atomic pile at Broad Hinton would not have eluded Southland's grasp for so long.

BRINGING FIRE POWER TO BEAR ON THE NEWBURY ROAD : An armoured car and a machine-gun squad in action in Andover High Street during the Army exercises held last week-end, the most elaborate exercises staged in this country for some time past. 50,000 troops and 12,000 vehicles have been taking part, ranging far and wide over eight counties. One of the chief objectives of the Southland force was to advance upon and destroy the atomic pile at Broad Hinton.

COMET TANKS OF THE 6TH ROYAL TANK REGIMENT LEAVING A FIELD : The dry, sunny weather and the rolling countryside of Salisbury Plain gave the tanks a chance to show their paces during the big exercise.

SOMEWHERE IN SOUTHERN ENGLAND : General Sir John Hardinge (left), Commander-in-Chief B.A.O.R., and Field-Marshal Lord Montgomery, Deputy Supreme Commander S.H.A.P.E., examining the tactical plan of the exercises with Major Diniddie of the King's Own Scottish Borderers.

WITHIN THE MAGIC CIRCLE OF STONEHENGE : Members of the 5th Royal Horse Artillery in action during last week-end. Both units of the Regular Army and Territorials have been taking part in the exercises in Southern England.

TAKING UP A POSITION OF ALL-ROUND DEFENCE ON THE FRONTIER BETWEEN SOUTHLAND AND MIDLAND : Men of the 1st Battalion of the Duke of Wellington's Own digging in beside the banks of the Avon-Kennet Canal, where they soon found themselves faced by a Midland invasion of imposing proportions.

BRITAIN PREPARES FOR THE POLLS

THE FIRST WEEK OF THE ELECTION CAMPAIGN IN THE CONSTITUENCIES

THE LORD LYON KING OF ARMS READING ONE OF THE ELECTION PROCLAMATIONS FROM THE MERCAT CROSS AT EDINBURGH : The capital of Scotland has the distinction of hearing two separate proclamations on these occasions, the first is the Royal proclamation to the United Kingdom dissolving one Parliament and calling for another, and the other summons the Scottish peers to come to the Palace of Holyroodhouse and nominate their representatives to vote sixteen of their number to sit in the House of Lords in the new Parliament. The first proclamation was read by the Lord Lyon, Sir Thomas Innes of Learney, and the second, summoning the peers, by the Albany Herald, formerly the Lord Lyon, Sir Frances Grant, now in his eighty-ninth year. Both followed the usual custom of wrapping the sheet of paper bearing the proclamation round the baton of his office, unrolling it as he read. The Lord Lyon's baton, blue-enamelled, with gilt ends, and decorated with thistles, fleurs-de-lis, roses and harps, is a lovely example of craftsmanship, about a hundred years old. He has another, dating back to about the time of Charles II, which he uses only on very special occasions. The Albany Herald's baton is of black ebony, with gilt ends. With fanfares preceding and following them, and with Royal Salutes played by the pipes and drums while the guard presented arms, the two proclamations were read

THE RADIO DOCTOR PLAYS HIS PART IN A VITAL NORTH COUNTRY ELECTION : Dr. Charles Hill, whose intervention in the 1950 General Election brought him such publicity, seen at the Glen Royal Cinema, Shipley, near Leeds, where he spoke on behalf of Mr. Geoffrey Hirst, the Conservative candidate. Shipley produced in 1950 the majority of 81 for Mr. Hirst, who defeated Mr. Arthur Creech Jones.

IF THE TORIES HAD THEIR WAY WE SHOULD HAVE BEEN INVOLVED IN TWO WARS IN TEN DAYS : Mr. Herbert Morrison, the Foreign Secretary, made this statement when addressing his constituents in Lewisham. This division gave Mr. Morrison a majority of over 7,000 at the 1950 General Election.

MRS. CHURCHILL SPEAKS ON BEHALF OF HER HUSBAND : The wife of the Conservative leader seen at a meeting in his constituency at Woodford. In Woodford Mr. Churchill has one of the safest seats in the country, having been returned in 1950 with a majority of 18,000 over his Labour opponent.

FIGHTING A BITTER BATTLE IN A LANCASHIRE CONSTITUENCY : Mr. Harold Wilson, one of the Bevanites, speaking at an election rally in Liverpool. The former President of the Board of Trade held Huyton by only 834 votes in 1950, and this time he is up against an even more determined opposition.

MR. ATTLEE ON HIS NATION-WIDE TOUR: The Prime Minister speaking at Romford, where his direct quiet methods and confident bearing won him a good hearing after a rowdy start to the meeting. Melton Mowbray, Lincoln, Nottingham, Beeston and Derby were the major stops on one day of Mr. Attlee's tour. On the next he was at Belper, Matlock, Buxton, Stockport, Hyde, Ashton-under-Lyne, Haslingden, Bury, Heywood and Rochdale. Seven or eight speeches in a day were the normal thing on this exhausting tour.

THE CONSERVATIVE LEADER STATES HIS CASE AT WOODFORD: Mr. Churchill speaking in his own constituency. In this speech he gave a categorical assurance to the Trade Unionists that if his party was given power he had no intention of initiating any legislation affecting unions.

MRS. E. M. BRADDOCK SITS SIDE-BY-SIDE WITH THE SELF-STYLED BOGYMAN OF THE LABOUR PARTY: The candidate for the Exchange Division of Liverpool with the candidate for Ebbw Vale at a recent Liverpool meeting. Mrs. Braddock held the Exchange Division last time with a majority of over 5,000. Outside her election headquarters she has put up a banner bearing the words: "Dare you risk war by voting Tory?" Mr. Bevan is spending the greater part of his time touring the country speaking for other Labour Party candidates.

MRS. ATTLEE AT THE WHEEL: Driving the Prime Minister on his barnstorming tour of the country. As in 1950, Mrs. Attlee has taken the wheel throughout. Sometimes she drives at a steady 60 or 70 m.p.h., and the police pilot car is hard put to it to keep ahead. She has been described as a supremely safe driver.

MR. CHURCHILL TOURING THE WOODFORD CONSTITUENCY BY CAR: The leader of the Opposition outside the Working Men's Club at Woodford. He used a microphone to address the crowds.

AT CONSERVATIVE HEADQUARTERS, BANBURY: Mrs. M. G. Flint, Mrs. M. L. Haynes, Lady Rosemary Spencer Churchill, daughter of the Duke of Marlborough, and Mrs. G. A. Harris putting election appeals into envelopes. The marriage of her brother the Marquis of Blandford has not interfered with Lady Rosemary's electioneering.

A RECRUIT TO ELECTION BROADCASTING: Miss Pat Hornsby-Smith talking to housewives in her constituency at Chislehurst. She made a successful debut as an election speaker over the radio.

PEOPLE in the NEWS

A Page of Personalities

1. MR. D. L. BUSK : He has recently been appointed British Ambassador to Ethiopia.

2. AFRICAN CHIEFS VISIT LONDON : They have come, on their own initiative, to study agricultural methods in this country.

3. MR. MICHAEL LINDSAY : Son and heir of Lord Lindsay of Birker, he is seen here with his Chinese wife and their three children.

4. ANDRÉ ROUSSIN : He claims to be the busiest, and is certainly one of the most popular contemporary playwrights in the world.

6. THE CHAMPION JOCKEY SCORES HIS 200TH WIN OF THE SEASON : He is mounted on The Flook, which won the Waterside Selling Plate.

1. A new British Ambassador for Ethiopia.—Mr. Douglas Laird Busk has been H.M. Inspector of Foreign Service Establishments since 1948. Born in 1906, he entered the Diplomatic Service at twenty-three. He has served in Persia, Hungary, South Africa, Japan, Turkey and Iraq.

2. African Chiefs Arrive at Tilbury.—They have come to England to study agriculture. Among them is Chief Eltsie K. Motsoene, of Basutoland, who is acting as regent until her thirteen-year-old son becomes of age. The party, seen before disembarking at Tilbury, are (left to right) Mrs. B. T. Mohapeloa, B.E.M., Chief Eltsie K. Motsoene, O.B.E., Paramount Chief, Chief Mallere Lerotholi, B.E.M., and Chief Theko Makhaola, M.B.E.

3. The Lindsays leave for Australia.—Mr. Michael Lindsay, son and heir of Lord Lindsay of Birker, with his Chinese wife and their three children, have left London for Australia, where Mr. Lindsay is to take up an appointment as senior research fellow in the Research School of Pacific Studies in the new National University at Canberra. Mr. Lindsay met and married his wife ten years ago, when he was a lecturer at Pekin.

4. The "Noël Coward of Paris."—M. André Roussin has at present two plays running in Paris, two in London, one on tour in France, two in rehearsal in Paris and one shortly going into rehearsal in America. His comedy *Figure of Fun*, adapted from *Bobosse* by Arthur Macrae, opened at the Aldwych Theatre, London, on October 16, after visiting Manchester and Leeds. The cast is headed by John Mills, and includes Lana Morris, Arthur Macrae and Brenda Bruce. The Noël Coward of Paris, as M. Roussin is called, acts in and produces most of his plays.

5. An Actor in Trouble.—Mr. Lawrence Tierney was arrested in California after a priest reported him loitering in church grounds. Policemen who arrested him said that the actor told them a wild tale of his fear of being "murdered like Robert Walker was." Most of Mr. Tierney's previous arrests were for being drunk, but the police say that he was not drunk on this occasion. He has been arrested twelve times in seven years.

6. Gordon Beats Another Archer Record.—When Gordon Richards rode his 200th winner of the season at Lingfield last week it was the sixth consecutive year in which he had achieved a double century of winners, so beating the record of Fred Archer, who reached 200 winners in the five consecutive years ending 1885.

7. One of the Foremost Designers of Stained-Glass Windows in Britain.—Miss Joan Howson is a daughter of the well-known Lancashire clergyman the late Archdeacon C. J. Howson. She studied art while at school, with a view to becoming a textile designer, but stained-glass became her chosen career. From her studio overlooking the Thames at Putney she has produced work that has added lustre to some of the most beautiful churches and ancient buildings in the country, and has restored and made windows for the Chapter House at Westminster Abbey. At the beginning of her career she found that it was not easy for a woman to enter the trade and joined in partnership with another woman who made stained glass in London.

5. AN AMERICAN FILM ACTOR IS ARRESTED FOR DISTURBING THE PEACE : He is Lawrence Tierney, known as "Bad Boy."

7. A DESIGNER OF STAINED-GLASS WINDOWS : She is Miss Joan Howson, whose productions are now very well known.

HOLLAND HOUSE, IN THE DAYS OF PRIVILEGE A MEETING-PLACE OF CELEBRITIES, AS IT IS TO-DAY, IN A STATE OF HOPELESS DILAPIDATION, WITH ITS SPACIOUS GROUNDS OVERGROWN : The London County Council has been negotiating for the purchase of this Kensington property for a long period. The owner is Lord Ilchester. At one time it was proposed to use the sixty acres of land for building houses and schools. Now it seems more probable that it will become a public open space.

HOLLAND HOUSE AND THE L.C.C.

A FAMOUS MANSION AND ITS SPACIOUS PARK WHICH MAY BE ACQUIRED FOR PUBLIC USE

Holland House, that beautiful and historic Tudor mansion which stands in the midst of sixty acres of ground off Kensington High Street, was famous in the time of Baron Holland (1773-1840) as the favourite resort of wits and beauties, painters and poets, scholars, philosophers and statesmen. The house was badly damaged by incendiary bombs in 1941, and since then has stood derelict amid its once lovely gardens. It seems possible at the time of writing that these gardens may bloom again as part of a London County Council park.

Holland House was built in 1607 for Sir William Cope, and was then known as Cope Castle. James I stayed there in 1612. The house was extended for the first Earl of Holland, who married Cope's daughter. After the Earl was executed in 1649 the place passed into the hands of the Parliamentarians and during the days of the Commonwealth it was occupied by Fairfax and Lambert. At the Restoration the property was returned to Lord Holland's widow. William Penn was living there at the time of James II's death, and in 1689 William III and Mary occupied it temporarily.

Joseph Addison, who married in 1716 the widow of the third Earl of Warwick and Holland, lived at Holland House for three years, and he died there in 1719. It was there that Milton's daughter visited him shortly before his death. The place was afterwards purchased by Henry Fox, father of Charles James Fox, who was created Baron Holland in 1763 and died there in 1774. From Baron Holland's time the house was the scene of the most brilliant gatherings, and from 1799 to 1840 there was hardly a distinguished man in politics, science or literature in England who had not been a guest at Holland House. The company which assembled there has been celebrated in the books and letters of Byron, Moore, Scott, Sydney Smith, Macaulay and many others. The present owner of the property, Lord Ilchester, is descended from Baron Holland's brother.

WITHIN SOUND OF LONDON'S TRAFFIC ROAR—THE MAIN ENTRANCE DRIVE OF HOLLAND HOUSE AS IT IS TO-DAY : At the moment, it is hopelessly overgrown with weeds and in a sad state of decay, but the property could prove an immense asset to West Londoners, lying as it does just off the busy Kensington High Street, on the westward side of Campden Hill.

BARON HOLLAND : The statue by Watts of the third Lord Holland is in the grounds of Holland House, Kensington High Street. During his day Holland House continued as the haunt of the fashionable world and the meeting place of celebrities.

DILAPIDATION ON EVERY HAND : *Left*—The east-side entrance to the spacious grounds of Holland House, showing shrubs growing round the ornamental gateway. *Right*—The terrace gardens on the west side. Holland House was badly damaged by incendiary bombs in 1941. Ever since the war its future has been the subject of violent controversy. A price in the region of £1,000,000 was at one time mentioned in connection with its possible purchase by the London County Council.

COMMUNISTS PARADE IN MINK

The Supplanters of Tsardom's Ruling Class

By FERDINAND TUOHY

TWICE annually for the past four years the Leipsig Fair afforded ordinary civilians from the West—the sort whose business sent them to the big European markets—their only real sight of the other side of the "Curtain" (East Berlin is hardly the same thing).

Such ones, and numerous Western correspondents, would be deeply interested, as not only Communist economy and standards, but Communists themselves in their own setting, were revealed in the great Saxon shop-window.

There was really two sets of visitors, one very large, the other quite small. The former, from Communist Eastern Europe, was mainly taken up with the industrial-cum-technical side of the Fair. Western visitors, while paying due attention to this part as a pointer to Sovietised progress, found more of direct interest in the consumer-goods-exposition, the impact of the Fair on the Leipsigers, and the way in which each combined to trace the class structure of a supposedly classless Communism.

And that is why Western visitors and correspondents are not to be allowed to go to Leipsig any more. They divined too much to suit the Russian organisers. For consumer goods are not confined to utensils and necessities but extend to palpable luxuries—and whom might these be for, pray? Not for export to the free peoples of the world, who are far ahead in that kind of thing.

No; the consumption of such luxuries predicated the steady growth of a favoured class within the Sovietised system. Leipsig acted as a prism. It underlined the existence of this favoured class not only in Russia, which exhibited the more conspicuous luxuries, but in the five satellite countries and in Eastern Germany itself.

The popular view in the last of these is that luxuries go to Germans who slavishly support the Soviet system, black marketeers, and holders of Intelligentz Cards—engineers, administrators, journalists, professors, teachers—briefly, to members of society who must be bought over with higher pay if they are to co-operate in running the business of State.

Officialdom doesn't deny that luxuries go to shock-workers and holders of Intelligentz Cards. Such a card doubles the holder's rations and comfort. The rank and file of East Germans—the Communised—feel bitter about it. They 'd be more bitter still if they could see the Communisers and their German henchmen gorging themselves silly on Central European delicacies in the Antifa House, Auerbach's Keller, and the Golden Bullet, at the Fair.

Cards are no good for that; special cheques are necessary.

Of course, this emergence of a favoured class under Stalinism is not new. It was probably first discerned by Westerners at the inter-allied receptions in Berlin in 1945 when the four allies were still hobnobbing together. We would notice bejewelled and befurred Russian women and their gaudily-apparelled escorts casually handling fine food and wines such as only wealth-by-birth and bourgeois money-power could have been familiar with in prior times.

However, that was an allied affair. Now the self-same thing is taking place openly, every day, in Moscow. The Soviet delegate to the U.N. Economic and Social Council meeting at Geneva says so. Replying to observations made by the United States delegate concerning the luxury-lapped wives of Soviet officials, as seen in Moscow's expensive restaurants during the cocktail hour, Comrade Arkadiev said Russia was proud of her women, who wear mink coats and use perfumes and face cream.

"Ninety-five per cent. of our women use powder and other products of our perfumery industry. We see nothing bad about this. It shows our high standard of living."

There must be an awful lot of powder and perfume in Russia, to make this true, seeing that there is an excess of 8,000,000 women in a population of over 200,000,000 But of course the Comrade was carried away. Maybe he had even been reading Comrade Nesmeyanov's article on Nature's astounding gifts to his country.

"One can say with satisfaction that we need seek nothing outside the borders of our country," wrote the president of the Academy of Sciences. "We now have every raw material. We are developing, at a tempo unheard of in history, the productive forces of our nation to one single purpose—the building of Communism, the creation of abundance in our country and the raising of the standard of living of our people to unheard-of heights."

Why, if they 've got all this, don't the Russians leave other people in peace, one may well ask. But it wouldn't be any use. More profitable to narrow matters down to known quantities, one of which gives the lie to Comrade Arkadiev's limning of a standard of living that allows 95 per cent. of an enormous female population to indulge in frivolities. The Soviet Union has the second lowest income per head of the population of all industrialised nations in the world, and is bracketed bottom in the European field, with an annual per head income varying between £107 and £143. Hence the rise of a favoured class, whose presence it is sought to cover up by an "everybody's doing it" fairy-tale, which certainly does not pass muster in the Western world.

Just now Budapest provides a glaring instance of "Communists in mink" in the symbolic sense. Thousands and thousands of survivors of the former upper, middle and peasant classes have been deported in the cruellest conceivable circumstances short of pre-execution torture.

"The removal of the reactionary fifth column from our capital was just and necessary," says the Hungarian Workers' party. Actually and principally, the expanding local bureaucracy was starved of what it deemed to be fit and proper housing accommodation, nearly all building going into offices. So it decided to remedy matters by mass evictions of "class enemies" from agreeable dwellings of comfort and taste—as much as hadn't been sold up previously.

It has been estimated that in all the satellite countries the various categories of deportees scheduled for uprooting or already wrenched away come to not fewer than 2,000,000 people. In their room, the newly-rich in privilege in a "classless" society are finding just what they were dreaming of. No sordid crowding in insanitary rooming houses for them! When one goes up in the world, and wears mink, the ache to possess corresponding domestic surroundings knocks doctrinaire observance for six.

In essence, the classless comrades in mink are moving all the time into a favoured zone of lush and plentiful living, whose last occupants, as closely as I can determine, may have been a blend of diminishing moneyed aristos and spending higher bourgeoisie. These are being supplanted. *Plus ça change . . .*

Naturally, the process has gone farthest in Russia. Three strata there enjoy standards of living away ahead of the huge majority of Russian people: the Party hierarchy, the Bureaucracy, and the Intelligentzia. According to repeated report, the Intelligentzia are the most favoured class of all. Said to be Stalin's doing, "the masters of the word, the brush, the stage and music" can have pretty well everything they want provided they sing the praises of the regime loud enough.

Leading poets, composers, authors, painters, sculptors, actors, ballerinas, publicists, see special awards piled on already bumper salaries. All they need do is prostitute their talents, and it is hoped the thing will come normally in the second generation. No wonder Comrade Nesmeyanov sees *la vie en rose*, for does he not head the exclusive Academy which occupies pride of place in this intellect-cum-art stratum? The annual emoluments of Academicians range from 200,000 to 250,000 roubles, while bonuses render even more desirable membership of what is nothing less than a highly-privileged club.

Whose members cannot be expected to refrain from grabbing opportunities of self-advancement for their sons and daughters, even as occurs in decadent Western society. And note the daughters. According to the *United Nations World*, "almost half of all professional people (in Russia) are female. School-teaching and medicine are fast becoming woman's monopolies, and over one-third of the Government's bureaucrats are of the 'weaker sex.'"

Furthermore, "over half the collective farmers" are women, and "Soviet industry is feminizing fast."

Perhaps it 's just as well there 's an awful lot of mink in Soviet Russia.

But, for the present, it covers the shoulders of the favoured and the few. Apparently it cannot honestly be hung at all, at this stage, on a fourth stratum receiving favoured treatment, and which must contain a high proportion of the women instanced above. This stratum corresponds roughly to a mixture of the West's middle and lower middle classes. It enfolds lesser lights of the arts and liberal professions, Stakhanovites and brigade leaders, lawyers, doctors, technicians, skilled craftsmen.

This fourth and, as yet, more lightly favoured stratum none the less represents one of the biggest things the U.S.S.R. is striving after: elimination of the distinction between mental and manual labour Dramatist and miner, lawyer and engine-driver, have approximately the same money coming to them—between 2,000 and 3,000 roubles a month.

With the help of an occasional bonus, or incentive, families are able to afford a small car, visit the theatre, and hire a country dacha for the summer. Their lot is an enviable one beside that of the vast run of Soviet workers, whose basic wage is not much more than 500 roubles a month.

On reflection, the West does retain one other close-up of "Communists in mink": the Blue Train for Moscow, as it gets up speed in the American sector of Berlin, or, alternately, slows down at the end of its 1,000-mile run from the East.

It is a real "mink" train of thick carpets, mahogany and walnut panelling, luxury drawing-rooms and plumbing that won the enthusiastic praise of rare American viewers in the past. As it moves along, Potsdamers can easily tell which Russian women at the windows are "new." They are usually plump and plain, no make-up, their hair pulled tightly back from the forehead.

How different, their sisters departing eastwards after a spell in Berlin! They carry with them definite signs of Western grooming and fashion. They are on the way to minkdom, when they haven't already got there.

RUSSIAN ELEGANCE AT THE BOLSHOI THEATRE: The members of a delegation conveying greetings to the executive of the Bolshoi Theatre, Moscow, on the occasion of the 175th anniversary of this famed institution in May of this year. Delegations came from workers in industry and on the collective farms, scientists and writers, artists and actors, teachers and students, and officers of the Red Army. As this picture shows, it was very much a full-dress occasion.

THE EGYPTIAN PREMIER ASKS HIS PARLIAMENT TO DENOUNCE THE ANGLO-EGYPTIAN TREATY : Nahas Pasha speaking in the Chamber of Deputies, Cairo, on October 8 when he tabled decrees to end the law ratifying the Treaty of 1936, under which British troops are stationed in the Suez Canal Zone, and the agreements of 1899 concerning the Sudan. He also tabled a decree asking Parliament to establish a Sudan constitution and amend King Farouk's title.

MEMBERS OF EGYPT'S CHAMBER OF DEPUTIES APPLAUD THE PREMIER'S SPEECH : As soon as the cheering (which lasted for 20 minutes) stopped, they elected a Committee to discuss the decrees.

THE DEMOLITION OF THE KASR EN-NIL BARRACKS IN CAIRO : The Minister of Public Works, Osman Moharram Pasha, and the acting Minister of War, Abdel-Fattah Hassan Pasha wield pick-axes and deal "symbolic" blows at the walls of the British wartime barracks during the ceremonial beginning of the demolition operations. The decision to demolish the barracks was taken some time ago.

THE MEN ON THE SPOT

EGYPT'S SMILING PREMIER : Nahas Pasha was returned to power as leader of Wafdist Party on January 3, 1950. He was Prime Minister in 1942-44 and in 1936-37. It was on January 16, 1950, that King Farouk stated that the new Government would press for the "evacuation" of the Nile Valley and for the Union of Egypt and the Sudan under the Egyptian Crown.

AT THE TIME OF THE EGYPTIAN ANNOUNCEMENT, SUDAN'S GOVERNOR-GENERAL WAS IN LONDON : Sir Robert Howe who, after seeing Mr. Herbert Morrison, Britain's Foreign Secretary, left for Khartoum.

"LONG LIVE FAROUK, KING OF EGYPT AND THE SUDAN" : Part of the crowd of workers and students who demonstrated in support of the Premier's plea for the abrogation of the Treaties.

EGYPT

SOME ASPECTS OF THE NEW CRISIS NOW CONVULSING THE MIDDLE-EASTERN WORLD

IN THE CAPITAL OF THE ANGLO-EGYPTIAN SUDAN—THE PALACE AT KHARTUM, WHICH STANDS ON THE SITE OF THE ONE IN WHICH GENERAL GORDON LIVED : In Sudan reaction to Nahas Pasha's speech was varied. The Umma Party attacked the proposals.

SUDAN'S CIVIL SECRETARY : Sir James Robertson, who has been Civil Secretary since 1945, entered the Sudan Service in 1922.

IN COMMAND OF BRITISH TROOPS IN SUDAN : MAJOR-GENERAL R. L. SCOONES, D.S.O.

Since 1899 the Anglo-Egyptian Sudan has been ruled as a Condominium by the British and Egyptian Governments, and this was fully confirmed under the Anglo-Egyptian Treaty of 1936. Since 1947 the whole question of treaty revision has been very much to the fore, and influences have been at work within and without Sudan to create closer union with Egypt. The student fraternity, ever a boisterous element, has called loudly for total Egyptian control of the upper reaches of the Nile. Last week Nahas Pasha, the Egyptian Premier, asked the Egyptian Parliament to agree to the abolition of the Condominium and to the proclamation of King Farouk as King of Egypt and the Sudan. He also asked his Parliament to agree to the abrogation of the Anglo-Egyptian Treaty of 1936, under which British troops are stationed in the Suez Canal Zone. This hasty step was made at a moment when new proposals were on their way from London, which it was hoped would lead to a solution of Anglo-Egyptian differences. For the Labour Government it was in the nature of a bombshell, but a firm reply to the Egyptian threats was forthcoming from London, and firm support for Britain came from both France and the United States. As for the Sudanese themselves, only a minority are interested in union with Egypt. Most of them want self-government sooner or later, and the Umma Party, which stands for the complete independence of the Sudan from both Britain and Egypt, declares that it takes the opportunity of Egypt's Treaty abrogation move to declare to the world that "we have regained our sovereignty." Egypt's efforts to impose on the Sudan the Egyptian crown is the greatest insult that Egypt has ever given the Sudanese, declares the party.

MAINLY FROM THE NEW WORLD

A SURVEY OF THE FOREIGN NEWS IN PICTURES

SEINE BARGES MUSTER FOR THE BLESSING: More than 100 barges gathered between the Alma and Invalides bridges, Paris, to receive the benediction of the Church pronounced from a floating altar. Prayers were said for those who have lost their lives on the Seine barges. Most of the boats were dressed overall for the occasion. Paris, as regards the tonnage handled, is the premier port of France, being the junction-point of a canal and river system linking the English Channel with the vitally important coal-producing areas of North-Eastern France, Belgium and Germany.

THE HOME OF THE AIR MARSHAL WHO FLIES TO HIS WORK: This is Air House on Singapore Island, and in the background is the airstrip from which Air Marshal Sir Francis Fogarty, Commander-in-Chief of the Far East Air Force, takes off each morning in his Auster aircraft. Sharp at 8 a.m. Sir Francis drives to the strip by jeep, accompanied by his seven-year-old daughter Penny Lou. Meanwhile, his personal assistant, Flight-Lieutenant K. J. Aedy, starts the aircraft engine running. At the strip Sir Francis says good-bye to Penny Lou. By 8.07 he is airborne. The trip to Royal Air Force headquarters, Changi, takes ten minutes by air, thirty-five by road. The Air-Marshal's command stretches from Korea to Ceylon. To keep in touch with the different areas, he has flown over 30,000 miles—using much larger aircraft than his Auster—during the last six months. A member of the Royal Flying Corps in the First World War, Sir Francis flew Shortlands "Box Kites." Lately he has been practising on jet aircraft and has been "checked" out.

THE PULASKI MEMORIAL MARCH ON FIFTH AVENUE, NEW YORK, IS HELD IN POURING RAIN: General Tadeusz Bor-Komorowski (left), the former leader of the Polish Underground Movement, seen with Major-General Leland Hobbs, Deputy Commander of the United States First Army, on the reviewing stand at the junction of Forty Second Street and Fifth Avenue as 10,000 Americans of Polish descent marched past. After forty-five minutes of torrential rain the final stages of the march were called off. This Pulaski Day commemorated the 203rd anniversary of the birth of General Casimir Pulaski, who took part in the American War of Independence with Koskiusco and Lafayette, and the 31st anniversary of the Polish success against the Russians in 1920. Among the banners carried by the marchers in Fifth Avenue was one that called for "All Out War Against Stalin."

THE PERSIAN PRIME MINISTER REACHES THE NEW WORLD: Dr. Mohammedd Mossadek speaking over the broadcasting network on arrival at Idlewild International Airport, New York, from Teheran. In his statement the ailing Persian Premier criticised "the use of international organisations for continuation of the pillage of the national wealth of a poor nation." On his right-hand stood Nasroolaah Entezam, Persia's chief delegate to the United Nations, and on his left-hand was a delegate who translated the Premier's speech into English.

THE SKYSCRAPERS OF MANHATTAN SHROUDED IN AN OCTOBER FOG: This unusual picture, showing the turrets of the Empire State Building, the Chrysler Building and other skyscrapers appearing above the swirling mists at the tip of Manhattan, was taken from an aircraft flying above the bay.

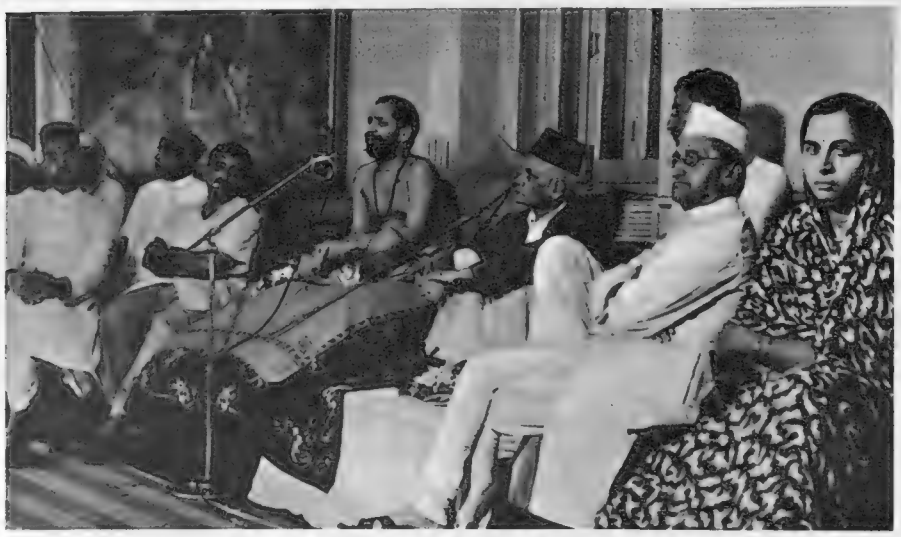
THE SHAPE OF A BIG SHIP TO COME: This is an artist's impression of the new 59,000-ton carrier U.S.S. *James V. Forrestal* (named after the late Defence Secretary, James V. Forrestal), which will be built by the Newport News Shipbuilding Company of Virginia. The keel will be laid next summer and the carrier is expected to be completed in about three years. It will be the American Navy's first carrier with a retractable bridge, which, when retracted, gives a flush deck. The *James V. Forrestal* will have an overall length of 1,040 ft. and a beam of 128 ft. at the waterline. The extreme width at one point of the flight deck will be 252 ft. To be equipped with four catapults, four plane-lifts and landing-aid television systems, the carrier will carry a crew of 3,500, including air group personnel. It will cruise at a speed of 30 knots or more.

THESE FIVE RUSSIAN ORTHODOX PRIESTS HAVE CHOSEN FREEDOM: Valdimiro Lindemana, Andrei Krisolov, Ivano Raskcha, Sergei Turanski and Ledsei Kravchenko seen in a Rome cafe while breaking their journey from Russia to Naples, where they were to go aboard a ship to take them to Palestine.

THE RE-EMERGENCE OF FRANZ VON PAPEN: The former German Ambassador to Turkey, ex-Chancellor of the German Reich and one-time collaborator with Adolph Hitler, seen being welcomed by the Mayor of Istanbul during a recent visit. Von Papen conducted German affairs with Machiavellian skill in Turkey, furthering the Nazi designs in the Balkans.

REBUILDING THE PONTE ALLA CARRAJA, ONE OF THE FIVE BRIDGES OF FLORENCE DESTROYED BY THE GERMANS AS THEY FLED NORTHWARD IN ITALY BEFORE THE VICTORIOUS ADVANCE OF THE ALLIES IN THE SECOND WORLD WAR: All the bridges of Florence were blown up by the Germans except the historic Ponte Vecchio, which was build on foundations originally laid in the Roman period. The Ponte Alla Carraja is taking eighteen months to rebuild, and it will probably be completed in January, 1952. It is being built on the original foundations of 1218. The city of Verona suffered no less severely in regard to its bridges than did Florence during the Second World War, all six bridges across the Adige being wrecked by mines, and this despite the fact that Field-Marshal Kesselring, the German commander, gave a written assurance that they would be spared.

SOME SIDELIGHTS ON A TROUBLED WORLD

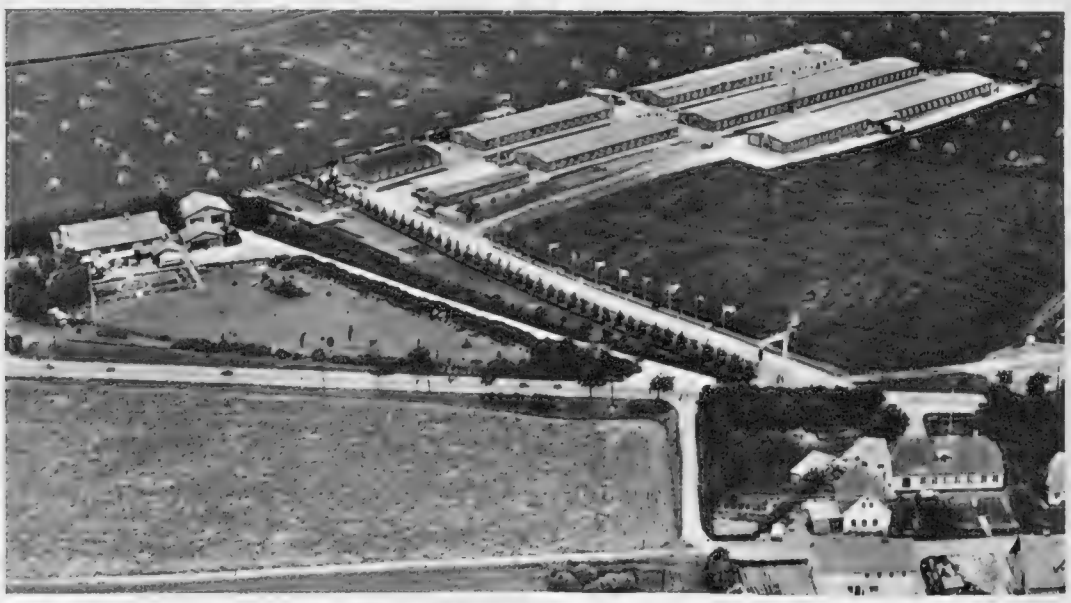


INDIA—THE STRUGGLE WITH PAKISTAN OVER KASHMIR IS ONLY ONE OF MANY GRAVE PROBLEMS CONFRONTING THIS YOUNG REPUBLIC: India's first free General Elections begin in December and the Parliament which is to take up office in the New Year must face many grave internal problems. The ever-present threat of famine, a rapidly increasing population, and strong reaction against the proposed Hindu Code Bill (which will grant the right of divorce to Indian women for the first time), are a few of the difficulties ahead. Meanwhile, all over the country innumerable political parties mushroom into existence. Here and there labour troubles and minor political struggles point to a healthy but dangerous awakening of political consciousness. *On left*—Swami Karpatriji, founder of one of the many new political parties, speaking at the opening of his party's election campaign. The Swami would totally ban the slaughter of cows in India; for the cow is a sacred animal to the Hindus. He also wants homes for aged and decrepit cows. *On right*—An anti-Communist demonstration by seamen in Bombay held near the Polish vessel *Batory*. They were protesting against the absence of the right to strike in Communist countries.

FRANCE—THE TEMPORARY COUNCIL OF THE NORTH ATLANTIC TREATY ORGANISATION MEETS IN PARIS: Mr. Averell Harriman was unanimously elected President at the first full meeting of this twelve-man Council. In this picture he is seated in the middle of the central table. Mr. Harriman described the task of the temporary Council as the reconciliation of military exigencies for the defence of the twelve participating N.A.T.O. countries with their real economic and political possibilities.

NORTH AFRICA—ENLARGING AN AIR BASE ON THE SHORES OF TRIPOLI: Mussolini personally selected this site for a motor-racing track, but only three meetings had been held there when Italy entered the war and it was at once turned into a fighter base. Later it was captured by the British, who named it the Wheelus Field, after Lieutenant Richard Wheelus, an Air Transport pilot who was killed in 1943. The U.S.A. Government leased the ground from its Arab owners in 1948, and Wheelus Field is now by far the biggest base in Europe or Africa for the U.S.A. Military Transport Command.

THE UNITED STATES—A DISPLAY OF FIRE-FIGHTING DURING AIR-RAID PRACTICE IN CHICAGO: Firemen, with carefully arranged hosepipes, send up a wall of water from the river bank; soldiers man an anti-aircraft gun standing in the middle of the street. The demonstration was impressive, but whether such spectacular work is either useful or practicable in a genuine air raid is doubtful.



DENMARK—INDIVIDUAL ENTERPRISE TURNS A FARM INTO A FACTORY: In one of the old farmhouses in the foreground a farmer's son started working on a thermostatic valve eighteen years ago. The fruit of his enterprise stands in the fields beyond—a fine modern factory producing thermostatic valves for refrigerators and controls for heat plants, automatic oil burners, starter switches and automatic water supplies. In almost every year of its existence the factory has doubled its production and profits have gone back into the business for modern machinery and skilled workers.

WOUNDED IN AN AMBUSH AS THEY CAME OFF HEARTBREAK RIDGE: American troops being carried by their comrades after being injured by Communist rifle-fire. When the men were ambushed they were on their way down the line for a two-days rest from duty.

A GRIM REMINDER OF THE HORRORS OF THE BATTLE: A soldier of the United States 2nd Division bows his head and adjusts his helmet to avoid looking at the body of a dead comrade after he had been brought down off Heartbreak Ridge, on the east central front in Korea. He was one of a party of soldiers marching to the rear for a two-days rest after a fortnight in the front line. In recent weeks Heartbreak Ridge has been the scene of tremendous infantry battles. On Friday last American and French troops captured the northernmost peak after an all-night attack. The 23rd Regiment of the U.S. 2nd Division played a conspicuous part in the battle.

RETURN FROM HEARTBREAK RIDGE

Aspects of the War on the East Central Front in Korea

While the negotiators on the two sides are not talking to each other, leaving it to their liaison officers to discuss when and where peace talks may be resumed, savage fighting continues in the Korean front line, and of late it has been concentrated largely on the east central front, where Heartbreak Hill was the focal-point of battle. After failing to outflank the ridge with tanks, a frontal assault succeeded on October 12.

It is becoming clear that the Communists are rapidly building up strength in Korea, and that a great deal of Russian equipment is being made available to them. Russian T 34 tanks, new mobile artillery and rocket launchers are also appearing in the battle line. Most ominous of all perhaps is that the Chinese now have over 1,000 fighter planes on their Manchurian airstrips and 500 of these are known to be Soviet MIG jets with wing tanks to give them greater range. On the ground the fighting is proving bitter and costly. The casualty lists are a measure of the ferocity of the battles. Since June 22 the Communists have lost 95,000 dead, wounded and missing. In that time U.S. casualties alone have increased by 8,720, of which 1,461 are dead. The full United Nations totals are not complete.

THE LANCHESTER DE VILLE CONVERTIBLE ON THE 2-LITRE CHASSIS: It has a power-operated hood, with an intermediate position, and power-operated door windows.

THE TRADITIONAL DAIMLER RADIATOR IS RETAINED IN MODERN FORM IN THE NEW 3-LITRE REGENCY: This completely new six-seater has a 3-litre engine.

THE LATEST HILLMAN MINX CONVERTIBLE COUPÉ WITH THE HOOD FULLY UP: The rear side windows which provide exceptional visibility in a car of this type.

THE 1952 STANDARD VANGUARD SALOON: Since its first appearance in 1947 the Vanguard has achieved world fame; further refinements have been added each year.

THE 1951 MOTOR SHOW

SOME HIGHLIGHTS OF THE GREAT DISPLAY NOW IN PROGRESS AT EARL'S COURT

The 36th International Motor Exhibition now in progress at Earl's Court has more than 520 stands showing the latest products in motor-cars, motor-boats, coachbuilding, caravans, and accessories and components of all kinds. New styling is for the most part absent from the scene, and as one writer has said, "the stylists' honeymoon is over." There are only a few new models this year, and among these is the brilliant new **Daimler 3-Litre Regency**. In everything, chassis, engine and body, the Regency is completely new. Externally its theme is sweeping lines and eager speed; internally it has an atmosphere of spaciousness, comfort and grace. It is a full six-seater for six adults, with deep upholstery in soft leather, wide-curved windscreen, flat unobstructed floors, and furnishings in the grand Daimler manner. Its boot will hold sufficient luggage for a very long tour. Most of the other models shown on these two pages are old favourites. The Rootes Group, however, announce some further improvements in their popular **Hillman Minx.** Exterior design changes consist chiefly of new horizontal chromium-plated

***On left*—THE 1952 TRIUMPH RENOWN SALOON:** This is a four-door saloon with a four- to five-seater body.

THE HUMBER HAWK : The new power unit introduced in 1950 is retained, and with it all the proved features which have helped to give the Hawk such a reputation.

THE HUMBER PULLMAN, AN IDEAL CAR FOR TOWN OR LONG-DISTANCE TOURING : This eight-seater limousine provides comfortable riding, even on poor road surfaces.

THE MORRIS SIX SALOON, LARGEST OF THE MORRIS MODELS : With a fast car like the Morris Six the new-type Lucas block lens headlamps will be particularly appreciated.

THE WOLSELEY FOUR-FIFTY SALOON IN METALLICHROMO FINISH : In this model, as also in the Six-Eighty, the new 3½-kilowatt air-conditioning unit is fitted as standard.

mouldings along each side of the body and attractive rear-wing metal stone-guards presenting an even more sleek and modern car. The interior of the car now has more headroom in the front compartment and there is a new design of steering wheel.

In the **Standard Vanguard,** which has been improved progressively since it first burst upon the world in 1947, visitors to Earl's Court will note the newly-styled simplified radiator grill, which makes for easier cleaning and certainly imparts a most up-to-date appearance. On the Humber stand there is the fine **Pullman Limousine,** which is illustrated on these pages, and also the **Imperial Saloon.** The Imperial retains the spaciousness of the limousine, but the elimination of the interior glass division behind the driver converts the car into an eight-seater family saloon for the owner-driver. There must be many motorists whose requirements make it necessary for them to use a large car, but who at the same time do not want the chauffeur-driven type of body, which is usually fitted to cars of this category.

Nuffield's also reflect a policy of steady development at the 1951 show. The **Minor** has now grown even more impressive in appearance by the standardisation of what is termed the "trans-atlantic front," and another improvement is seen in the strengthened and modified bumpers. There is a new type of boot lock designed as an anti-theft measure. New-type headlamps on the **Morris Six** are an obvious asset for those who engage habitually in fast night driving.

Needless to say, all eyes have been on the **Jaguar** stand, where the super sports two-seater and the fixed-head coupé provide a handsome envelope for the famous XK engine.

On right—**THE JAGUAR 3½-LITRE XK 120 :** The successes of the XK engine have produced a world demand.

OLD FRIENDS at the MOTOR SHOW

The 1951 Display at Earl's Court is Passed in Review

BY THE "SPHERE" MOTORING CORRESPONDENT

You could almost call it a "face-lifting" Motor Show. For you do not come across many new models as you tour the 520 stands at Earl's Court. Apart from the sensational new Austin Seven, the new Vauxhalls, the 3-litre Daimler Regency and a new Alvis-engined Healey, you meet nothing but old friends. Good old friends.

Most of them look unashamedly the same as they did last year. Some have been given a modified New Look by slight alterations to their front ends and in other places. Quite a number have been given mechanical refinements that are not apparent until you lift the bonnet, get inside the car, or even take it out on the open road.

All the same, it is a good Show, and an interesting one. As you walk round past the glittering exhibits it 's exasperating, of course, to realise that if you ordered any of the models on view you would be unlikely to get it for years.

This year's Motor Show is being held under the shadow of a continuing shortage of steel and other raw materials ; setbacks in some of our best export markets ; growing competition from the products of German and French factories ; and the overriding priorities of rearmament. So all in all the Show is a monument to the versatility and exuberant optimism of a great industry.

It may be that these worries explain why there is nothing boldly experimental about the 1951 Show. We did not expect a turbine-engined car yet. It will be a long time before a reasonably-priced vehicle of this type will be available. But some of us did expect more evidence that the industry's design teams are thinking ahead courageously to the models that will be needed to replace those coming off the assembly lines to-day.

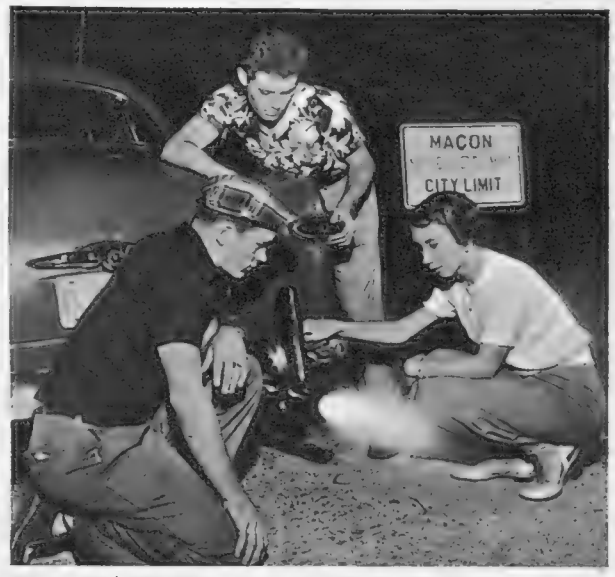
There is still no sign on the British stands at Earl's Court of any of the innovations that would delight the heart of the connoisseur motorist : an engine at the back ; front-wheel drive ; fully automatic transmission ; power-assisted steering ; a compression-ignition engine which would be small enough and sufficiently light and cheap for use in a family car ; an inexpensive super-charger as an optional "extra."

It may be a long time before the industry is in a position to offer us any of these things, however energetic and ingenious their engineers and designers may be behind the scenes. Meanwhile, what are the trends discernible in the thirty-two makes of British car on display at Earl's Court ? There is, I think, a definite tendency towards economy in fuel, in car space and in the effort needed for owner-maintenance.

In the matter of styling, a further move is noticeable in the new models in the direction of sweeping external lines, full-width bodies and bolder front-end styles.

Strong examples of these assertive radiators are to be found in the 2-litre Standard Vanguard and in Vauxhall's new 2½-litre Velox and 1.4-litre Wyvern. Even the dainty little Hillman Minx has made her facial make-up a little heavier by adding vertical chromium bars at both sides of the existing radiator grille. In the case of the Minx the "face-lifting" process also includes the addition of horizontal chrome mouldings on both sides of the body. It may seem a little odd to the layman that in this and other directions more chromium adornments than ever are to be seen this year despite a scarcity of nickel. Some makers seem to be luckier than others in this respect, for Morris Motors have been finishing their radiator grilles with paint instead of chrome for some months.

THE NEW AUSTIN SEVEN, WHICH MAKES ITS BOW AT THE 1951 MOTOR SHOW, EARL'S COURT, OFFERING SOMETHING ENTIRELY NEW IN SMALL-CAR MOTORING : At a low basic cost the Austin Seven gives a cruising speed comparable with that of the A 40, but with marked fuel economy, plus all the "feel," comfort and safety of modern big-car travel. It is in every way a worthy successor to the original and now legendary Austin Seven of the '20's : The new Seven comes in answer to a world-wide demand for cheaper motoring. In Britain, petrol costs have gone up over 80 per cent. since 1945, tyres over 100 per cent. Similar conditions prevail throughout the world with the result that cheap foreign cars have been presenting increased competition for better quality but more expensive British models. The economic conditions of the moment are in many ways similar to those of 1921, which prompted the late Lord Austin, in the face of much scepticism, to design and build the first Seven. The plans were drawn on his billiard-table at Lickey Grange, and there were many ill-concealed smiles as he drove off from the Austin factory on the first test run of the prototype model. These smiles turned to expressions of open admiration as the little car proved its worth. The basic design of the original car remained unchanged until production ended in 1937, when over 300,000 had been sold. The new model bears no mechanical resemblance to the original. Design and development of the car have been in hand for over two years. The power unit (basically a scaled-down version of the well-proven A 40 unit) has come in for especially searching tests, for it is on this that the exceptionally lively performance of the car depends. Considerable weight-saving has been effected by the use of integral construction, but front wings are detachable, so that body repair costs are minimised considerably.



THIS FLAME-THROWING EXHAUST UPSETS THE GEORGIA POLICE : Three teen-agers of Macon, Georgia, with their latest gadget, which has upset the state police because there is apparently no local or Federal law to prevent its use. The exhaust throws out a tail of fire which sometimes reaches 20 ft. on fast starts. It is noiseless, but could give severe burns to anyone standing too near. The effect is achieved by putting spark plugs in the exhaust pipe to ignite the gas in the vents.

THE ROLLS-ROYCE SILVER WRAITH : This Six-Light saloon has coachwork by Park Ward and Company. On the Rolls-Royce stand at Earl's Court there is also a Silver Wraith Seven Passenger Limousine (with coachwork by Mulliner and Company), and a Silver Wraith Touring Limousine (with coachwork by Hooper and Company).

By far the most striking example of the industry's attention to economy motoring is the reappearance of the Austin Seven after an interval of fourteen years. With a low initial cost and a fuel consumption which is claimed to be smaller than that of any other British car, even when cruising at the remarkably high speeds for which the new "Baby" Austin has been designed this 1951 debutante is the sensation of the Show. It is a car that seems likely to achieve enormous popularity not only in Britain but also in our export markets.

The new Seven is in effect a scaled-down version of the same firm's best-selling 1-2-litre A-40. It has a 4-cylinder overhead-valve engine of 800 cc. and the dimensions of its bore and stroke follow the trend towards "square" engines of low piston speed which has resulted from the abandonment of the old horse-power tax, based on the R.A.C. rating, and the substitution of the flat-rate £10 tax for cars of any size.

Although, for sentimental and publicity reasons, Mr. Leonard Lord has decided to call his new "Baby" the Austin Seven, its horse-power under the old R.A.C. rating—based on the size of the bore—is actually 8.3 h.p. It develops 30 b.h.p. at 4,800 r.p.m. It has a four-speed gear-box, with central change-lever, independent coil springing at the front, an integral frame, and 7-in. headlamps with the new double-dipping bulbs and block lenses.

The body is a four-door, four-seat, four-light saloon with fixed head, and the front wings are detachable to keep down body repair costs. Although I had not tried out the Seven at the time of writing, I don't think the Austin Motor Company is very wide of the mark when it boasts that the new Seven is the nearest approach yet made to the perfectly scaled-down big car.

I suppose the new cars next in order of popular interest at this year's Show are the completely re-designed Vauxhall Velox (6-cylinder) and Wyvern (4-cylinder). The only things not new about these attractive cars are their names and well-tried engines. Their appearance completes the post-war range of the industry's Big Six, for the Luton firm never regarded the old body used by both Velox and Wyvern as anything but an interim design adopted to prevent undue interference with the factory's production rhythm. While this four-seater body may have been adequate for the 1.4-litre Wyvern, I always thought the Velox's silky, 2½-litre, 6-cylinder unit was worthy of a bigger and better body. And now it has got it. So has the Wyvern, for the policy of using the same body

for both models has been continued. The bigger body, with its seating for six people, its flowing lines, bold radiator and capacious luggage boot, weighs relatively little more than the one it replaces. This slightly extra weight will make no difference to the lively Velox engine, but I am wondering about the less powerful Wyvern, which even with the lighter body did not have a particularly impressive turn of speed.

The new 3-litre Regency Daimler is a striking addition to the range of this famous old British firm. In appearance it is a happy blend of flowing line and traditional Daimler dignity, and the familiar fluted radiator has been retained. As far as performance is concerned the makers claim that the new 2,952-cc. 6-cylinder engine gives a rate of acceleration that is 13 per cent. better than in the existing 2½-litre model—an improvement that is particularly noticeable in the middle of the speed range. Top speed is now 90 m.p.h. Fluid transmission, as used in Daimler cars for twenty years, has been retained, with pre-selective gear-box. I like the 1½-gallon petrol reserve controlled from the walnut dashboard. Every car should have positive fuel reserve. Warning lights are a snare and a delusion.

From the same stable as the Daimler comes a new drophead coupé—the 2-litre Lanchester "de ville convertible"—which is one of a number of new open models on view this year. It is a four-seater, with power-operated hood and windows. There are two doors, and folding seats give access to the rear.

The growing fashion for convertibles is notably contributed to by the new drophead version of the 2¼-litre, 6-cylinder Ford Zephyr, which made its first appearance at last year's Show. The sports cars, of which Britain offers an unrivalled range, and which have achieved outstanding competition successes during the past year, also make some important additions to the list of open cars now being built in Britain.

There is, for instance, a brand new Healey with a 3-litre Alvis engine and a three-seater convertible body reminiscent of the Nash-engined Healey. Although capable of a speed of 100 m.p.h. in safety, the new Healey is intended to cater for—to use Mr. Donald Healey's own words—old gentlemen who like cruising fast in a smart car that is comfortable to ride in and easy to drive.

SIX RECORDS FALL TO JOHN COOPER'S NEW RACING CAR: Mr. Cooper at the wheel of his 350-cc. Cooper car as he set out on his recent record-breaking circuits of the Montlhery track, near Paris. The Cooper is powered by J.A.P. engines of 350 cc. and 500 cc. which can be substituted for each other. With the 500-cc. unit the car broke the 50-mile record at Montlhery, the driver on this occasion being Bill Aston. His speed was 99·56 m.p.h. This success in France undoubtedly enhanced British prestige in the motoring world, but it coincided with unsatisfactory news from the Paris Motor Show, where British car sales were held up by Britain's failure to make the necessary inter-trading agreements with France. To-day the French motorist can buy with francs any motor-car of any nationality except British.

Other new open sports models include the two-seater Frazer-Nash convertible, the four-seater Morgan and the J2X Allard. The Frazer-Nash two-seater has the same chassis, with 2-litre Bristol engine, as the Le Mans Replica which this year scored an outright victory in the famous Targa Florio race in Sicily—the first time the race has been won by a British car.

Similarly, the new Morgan uses the chassis—with 2-litre Standard Vanguard engine—which is the basis of all existing models. The Morgan has done well in competition work this year. The new Cadillac-engined Allard J2X has split-axle front suspension; an increase in overall length of 6 ins., which gives more leg room by enabling the engine to be mounted further forward; and a fuel tank of 40 gallons, including a 4-gallon reserve.

All Bentley and Rolls-Royce cars are now powered by 6-cylinder engines of 4,566 cc., which give a livelier performance in the middle speed range and increase the top speed. The greater power has been gained by giving a slightly larger bore to the well-tried 4,257-cc. engine, which has been in use since 1936.

The Jaguar stand is once again arousing much interest, a centre of attraction being the Mark VII saloon, which made a sensational debut last year, and—for the first time—a "hard-top" version of the famous XK 120 which this year has gained the enviable title of the world's most successful sports car. It is a disappointment to many that the Jaguar stand does not include a sample of the C-type XK 120 which this year gave Britain her first win at Le Mans for fourteen years, and which also won the R.A.C.'s Tourist Trophy race at Ulster.

Now for a quick round-up of the changes that have been made to well-known models. . . . Apart from the re-styled radiator grille, the Standard Vanguard has a "hot box" on the inlet manifold which pre-heats the mixture by harnessing the exhaust gases to ensure quick and economical warming-up.

The 2-litre "knife-edge" Triumph Renown is now available in a limousine version which has a wheel-base 3 ins. longer than the standard model. It also has a wider rear door, and sliding windows form a division between front and rear compartments.

With the export quota still 80 per cent. it has not been possible for the Ford Motor Company to deliver many of its 2.2-litre Zephyr Six or 1½-litre Consul models to the home market, so many people are glad of the chance of a close inspection of these modernly-styled cars. And the convertible Zephyr, with power-operated hood, is brand new, anyway.

Both the new Fords have had their dashboards re-styled and the instrument panel and steering column have been attractively encased.

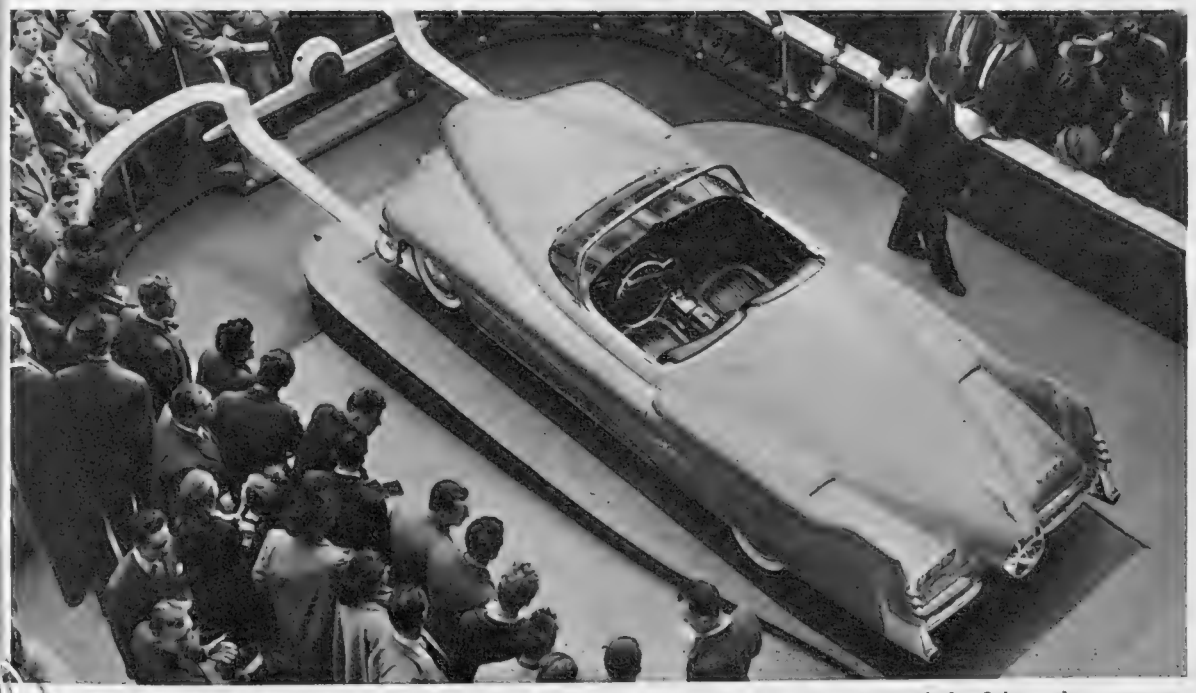
Apart from the new Seven the Austin Motor Company strikes a new note in a well-proven model by giving the popular 1.2-litre A 40 a steering-column gear shift in both the saloon and open sports models. There is also a new facia and the steering wheel has been redesigned. The saloon now has hydraulic brakes all round and the brake horse-power of the sports model has been increased to 50 at 4,800 r.p.m.

The so-called "transatlantic" front, with head-lamps raised and faired into the wings and with separate side-lamps, is now standard on all Morris Minors, which also have a time-controlled trafficator switch. The open Minor has fixed glass side-windows instead of the detachable celluloid type.

Of the other Nuffield products, the 2.2-litre Morris Six and both the Wolseleys (the 1½-litre Four-Fifty and 2.2-litre Six-Eighty) have had their compression ratios slightly reduced and their steering lock improved. The gear lever on the Wolseleys has been modified to give a better position, and other refinements applying to most of the Morris and Wolseley models include better headlights, rubber overlays on the seats, stainless steel window channels, headlamp warning lights and tinted driving mirrors.

Longer engine life is promised for the Hillman Minx by the use of redesigned pistons, with tin-plated outer walls. The hand-operated headlamp dip-switch has been replaced by a foot-control mechanism, the gear-change lever has been lengthened and the steering has been improved. There are metal stone-guards at the front end of the rear wings, more attractive instruments have been fitted and more headroom has been provided in front.

The frontal appearance of the famous 2½-litre Aston-Martin DB2, which did so well at Le Mans this year, has been modified to improve the cooling of the front brakes and shock absorbers. Another successful competition car—the 1½-litre Jowett Jupiter, which uses the same efficient "flat four" engine as the Javelin saloon—has been given a new facia panel on which the instruments are grouped centrally.



THE CAR WHICH HAS BEEN THE HIT OF THE PARIS SHOW: *Above* and *below*—Two views of the Sabre, the prototype of a new car which is being introduced by General Motors. This streamlined car has a host of automatic gadgets. One drop of rain on the body causes silent and automatic closure of the hood. The Sabre also has a polarised windscreen and push-button motor-operated doors. The 8-cylinder engine is capable of developing 300 h.p. The 38th Paris Motor Show attracted exhibitors from seven nations. Ninety-eight makes of car were on view.

THE BRISTOL TYPE 401 2-LITRE: Although the 1952 model shows no external changes there are several modifications. The two front seats of the 401 now have curving backs.

THE 1951 ROVER 75 SALOON: Five complete cars and a chassis are being displayed this year on the Rover stand at Earl's Court. One of the saloons is a typical export model.

THE JAVELIN SALOON DE LUXE: This car is remarkable for the amount of space given to both front and rear seat passengers. There are folding arm-rests for the driver and all passengers.

THE JAVELIN JUPITER, A RACE-BRED HIGH PERFORMANCE CAR BASED ON THE JOWETT JAVELIN: The Jupiter has an aero-dynamic lightweight aluminium body.

MORE MODELS AT THE MOTOR SHOW

BUT FEW MARKED CHANGES IN DESIGN BY THE LEADING MAKERS

In the models depicted on these pages most of the changes are internal, and external development with many companies is almost at a standstill. New factors have intruded to limit the free swing of the hand that wields the pencil, as one motoring writer has put it. Restricted space, both in the garage and upon the road, has been one factor. The increased use of unit construction has been another limiting factor, and, finally, there looms ahead the prospect of increasing sheet steel shortage, which must, in the long run, have its effect upon car styling. At this 1951 Show these limiting factors are by no means obvious, however, and the sleek new cars on the various stands evidence the tremendous post-war progress of one of Britain's greatest industries. Attracting general attention is the **Bristol 401** in the new and exclusive shade of Bristol bottle-green. In this fine model the only readily visible modification affects the two front seats, which now have curving backs. The Jowett stand is also attracting its full share of attention, not least perhaps because of the well-planned Jowett publicity. "Take a good look when it passes you" is the rather neat slogan accompanying the colour broadsheet relating to the **1½-litre Javelin.** This year has a special significance for the Jowett Company, which has been in existence since 1901.

***On left*—THE REDESIGNED VAUXHALL VELOX:** The 6-cylinder unit now has a bigger and better body.

AT THE TOP OF THE AUSTIN RANGE COMES THE PRINCESS : This differs from all other Austin models in that the body has individual coachwork by Vanden Plas.

THE COMPACTNESS OF THE RENAULT : In this well-designed car the placing of the engine at the rear permits of the seats being between the wheels, thus reducing road shocks.

THE FORD CONSUL IN ITS RE-STYLING FOR 1951 : The principal change to be seen in the Consul at this year's Motor Show is the complete re-styling of the dashboard.

THE HANDSOME ZEPHYR SIX : The changes in the Zephyr this year are not marked. The horn ring on the Zephyr has been modified to permit an unrestricted view of the instruments.

Vauxhall Motors is one of the few firms offering a completely new range this year. At the Show the fawn-coloured **Velox** is displayed to advantage on a revolving turntable. Also on the stand are sectioned exhibits demonstrating the working of the Velox engine and of the new front suspension system. A fleet of cars has been made available for demonstration runs during the period of the Show.

At the Ford stand chief interest is centred upon the **Consul** and the **Zephyr Six,** which were among the highlights of the 1950 Show, at which they were first introduced. During the past year their excellent performance has been recorded in many parts of the world where wholly different road conditions obtain. On the Ford stand are two examples of the Zephyr Six, two of the Consul and one of the Prefect. Those who know the Consul and the Zephyr will note the re-styling of the dashboard and the encasement of the instrument panel and the steering column.

The Nuffield models at Earl's Court include both the 1½-litre and 2½-litre **Rileys,** which have been modified slightly where experience has demanded it, but here again there have been no revolutionary changes.

Attention on the **Austin** stand is, of course, concentrated on the new Austin Seven, which is illustrated on another page. This is, beyond doubt, the hit of the Show, and it has been launched upon the motoring world in a blaze of publicity, nearly all the main roads leading into London carrying posters proclaiming its virtues. Austins, at the other end of their fine range, also offer a non-mass-produced model, the **Austin Princess,** and many will admire the individual coachwork by the old-established firm of Vanden Plas.

***On right*—THE RILEY 2½-LITRE SALOON :** This Riley model has been modified only slightly for the 1951 Show.

SEA-SICKNESS TESTS AT EDINBURGH

The Navy Experiments on the Army

MEN OF THE ROYAL NAVY BRING A RAFT ALONGSIDE THE POOL READY FOR SEA-SICKNESS TESTS—ON SOLDIERS: The tests were devised by the Survival at Sea Sub-Committee of the Royal Navy Personnel Research Committee, and were held at the Portobello Swimming Pool at Edinburgh. About 150 soldiers volunteered, and each of them spent an hour every alternate day being tossed about in a rubber raft on the waves artificially produced by a wave-making machine. Six different types of anti-sea-sickness pills were tried out on these human guinea-pigs. One man was sea-sick on four occasions, but others said that their part in the experiment was boring.

COLONEL E. J. CURRAN COMES ASHORE FROM ONE OF THE RAFTS: This officer had spent a considerable time on the pool to get an idea of how the volunteers were tossed about. The naval officer helping him ashore is Surgeon-Lieutenant Hervey.

ARMY VOLUNTEERS BOARD THE RUBBER DINGHIES FOR THE SEA-SICKNESS TESTS: Tossed about on the artificially-produced waves for an hour at a time the volunteers were given pills of six different types. Reports on the results of the experiment will be examined to determine which type was the most effective in preventing sickness.

ROCKED IN THE CRADLE OF THE PORTOBELLO SWIMMING POOL: The rubber dinghies are tossing about on the "sea" made by the pool's wave-making equipment which can produce waves 3½ ft. high. Scientists from Cambridge University took part in the medical side of these experiments, which were spread out over a period of two weeks.

A WELSH CASTLE IS HANDED OVER TO THE NATION IN LIEU OF DEATH DUTIES—THE WEST FRONT OF PENRHYN CASTLE, NEAR BANGOR, CAERNARVONSHIRE, THE PROPERTY OF THE LATE LORD PENRHYN: On the right of the picture is the Castle keep, modelled on that of Rochester Castle. Penrhyn Castle, together with 40,617 acres of agricultural and mountain land of great beauty, has been accepted by the Treasury and handed over to the National Trust. The Castle, completed about 1847 from the designs of Thomas Hopper, replaced a castellated mansion of yellow brick built about 1780. Constructed uniformly to one plan on a vast scale, and never subsequently altered, the Castle is built of grey "Mona marble" brought from Anglesey. Inside, the style of the lavish decoration is "Norman." The great stone hall resembles an aisle in Durham Cathedral, and the stone staircase is enriched with elaborate carving. The Castle will not be open to the public until next spring.

A WELSH CASTLE FOR THE NATION

Penrhyn Castle is Handed Over to the National Trust; Renovating a London Club; Commemorating Wesley

THE GREAT KEEP OF PENRHYN CASTLE, WITH THE MOUNTAINS OF SNOWDONIA IN THE BACKGROUND: The Castle stands in a commanding position on the outskirts of Bangor, in a park of 700 acres, and the site is that of a traditional eighth-century "palace" of Rhodri Molwynog. There are very extensive views over the Menai Straits and Anglesey to the north and west, Nant Ffrancon and mountain ranges to the south, and open sea and coastline to the east. The character of the hill and marginal farms in the surrounding property now given to the nation will be carefully preserved.

BRIGHTENING UP BOODLES—REDECORATING THE ST. JAMES'S STREET CLUB: Work on the stripping and redecorating of the Club's Adam façade has proved revealing. In some places the removal of the paint, half an inch thick, has exposed dangerous cracks in the stonework, probably caused by bombing. The remarkable delicacy of the plasterwork medallions has also come to light and will now be shown off to the fullest advantage with the addition of a new coat of paint.

A NEW INTERNATIONAL SHRINE FOR METHODISTS ON THE SITE OF THE OLD MARYLEBONE PARISH CHURCH, LONDON: Workmen prepare the foundation for a garden which is being laid out in memory of Charles Wesley, who often worshipped at the church. The existing Wesley memorial in the churchyard will be moved to form the centre-piece of the garden and will be surrounded by stone walks, trees, flower-beds and seats. The church was demolished two years ago after it had been condemned as a dangerous structure.

THE DIVORCE COMMISSION GETS UNDER WAY

Personalities in the News; A Harvest Thanksgiving Across the River; Reconstruction at the Royal Horse Guards; and Other Home Events

THE FIRST MEETING OF THE ROYAL COMMISSION ON MARRIAGE AND DIVORCE: The Prime Minister announced the names of the nineteen members on August 1 and the first meeting was held in a private room at the House of Lords during the second week of October. Of the nineteen persons originally appointed to serve on the Commission, Magistrate Daniel Hopkin has since died and has not been replaced, and Mrs. Mabel Ridealgh, prospective Labour candidate for Ilford North, has resigned and has been replaced by Mrs. Margaret Allen. In these two pictures eleven members of the Commission, from left to right, are Mr. Justice Pearce; Lady Portal; Dr. Violet Mary Craig Roberton; Thomas Young; James Walker, K.C.; Lord Morton (Chairman of the Commission); K. H. S. Edwards (Secretary); Mrs. Margaret Allen; Dr. May Tennent Baird; Robert Beloe; and Mrs. Ethel Maud Brace. When giving his address to the Convocation of York, Dr. Cyril Garbett stressed regret that an official representative of the Church of England had not been included in the Royal Commission.

A SOCIETY WEDDING IN WORCESTERSHIRE: The marriage took place at St. Lawrence Church, Lindridge, between twenty-two-year-old Mr. Frederick Carr Davenport Price, only son of Major H. Davenport Price, M.C., J.P. (Chairman of Illustrated Newspapers Limited and of many other public companies), and Miss Iris Helvia Mary Walker, the twenty-year-old elder daughter of Mr. and Mrs. John Walker, of Woodston Manor, near Tenbury Wells, Worcestershire. The Rolls-Royce car in this picture, which the bride and groom are about to enter at the start of their honeymoon, was over the combined ages of both. It was bought some time ago by a local doctor, who has since restored it with loving care to its present first-class condition.

THE THIRD SON OF THE ARCHBISHOP OF CANTERBURY ANNOUNCES HIS ENGAGEMENT: Mr. Charles Douglas Fisher, one of the Primate's six sons, and Miss Anne Gilmour Hammond, seen together after the announcement of their engagement on October 4. Mr. Fisher is a science master at Harrow School and Miss Hammond is the only daughter of Mr. and Mrs. I. S. Hammond, of Chidikamwedzi, Umvukwes, Southern Rhodesia.

PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH AT "THE HORSE OF THE YEAR" SHOW: The Show, which began on October 3 and lasted for four days, was held at Harringay Arena, in London. The Royal couple attended the evening session on the second day, and this was their last public engagement in Britain before leaving on the Canadian tour. With them are Mr. Francis S. Gentle, Chairman and Managing Director of Harringay Arena Limited, and Mrs. M. P. Ansell, wife of Lieut.-Colonel Ansell, Chairman of the British Show Jumping Association.

THE HARVEST THANKSGIVING SERVICE OF THE BOROUGH MARKET AND THE WORKSHOPS AND BUSINESS HOUSES OF THE BOROUGH AND TOOLEY STREET, LONDON, S.E.: Members of the congregation carrying their harvest thanksgiving gifts to the High Altar during the service in Southwark Cathedral. The gifts were received by the Provost of Southwark, the Very Rev. Hugh E. Ashdown, and placed on a large table in the chancel. The singing was led by the choir of St. Olave's Grammar School and the sermon was preached by the Rev. Colin Cuttell, Industrial Missioner for Southwark Diocese, who is seen standing on the right. The Borough is the name given to Southwark.

INTERNATIONAL MOTOR-BOAT RACING ON LAKE WINDERMERE: A line of motor-boats shoot across the lake's placid surface soon after the start of the Atlantis International Gold Trophy event. Speeds of 80 m.p.h. were reached in ideal conditions on the three-mile triangular course. One of the most exciting races was for the Duke of York's Gold Trophy, a race of three 30-nautical-mile heats. It was won by Mr. H. A. Hatch, of Canada, in his 200 h.p. *Costa Living*. The Britannia International Trophy was won by Mrs. F. B. Lydall, the only woman competitor.

A NEW METHOD OF PROPELLING BARGES IS DEMONSTRATED ON THE THAMES: Manœuvring a heavily-loaded river barge near Scott's famous ship *The Discovery*, in the centre of London, this Bantam pushing "tug" was giving a demonstration before British and foreign inland waterway experts. E. C. Jones and Son (Brentford) Limited, responsible for the production of the Bantam, claim that the new technique of pushing instead of towing barges, for which the Bantam has been devised, is faster, more efficient, and enables greater steering control to be obtained on the barge than by the conventional method.

A NEW COKING PLANT FOR THE NATIONAL COAL BOARD'S EAST MIDLANDS DIVISION: Mr. T. C. Finlayson, Chairman of Woodall-Duckham Company of London, the main contractors for the new plant, and Sir Hubert Houldsworth, Chairman of the N.C.B., inspecting the model of the coke oven during a meeting at Hobart House, London. The new comprehensive coke oven, which is to be known as the "Avenue Coking Plant," will be erected at Wingerworth, three miles south of Chesterfield. It will be the Board's biggest. The main order placed with Woodall-Duckham amounts to over £4,750,000, and is the largest single contract placed by the N.C.B. since the nationalisation of the industry. The total estimated capital cost is about £8,000,000.

ALL QUIET AT "THE LODGE"—THE SOVIET RADIO MONITORING STATION IN LONDON IS CLOSED DOWN BY ORDER OF THE BRITISH GOVERNMENT: When it became known that the station at Oakleigh Park North, London, N.20, had stopped distributing news from Russia, an official of the monitoring station operated by Tass, the official Soviet News Agency, said: "The British Government has closed down the Soviet monitor without explanation." Later a Foreign Office spokesman said: "A Note was sent recently to the Soviet Embassy in London requesting the closing down of the Tass monitoring station. The monitoring station was a special facility accorded to Tass in wartime." One reason for the Government's decision is that there are no reciprocal monitoring facilities available to Britain in Russia.

RESTORATION AT THE ROYAL HORSE GUARDS—WORK BEGINS ON THE RECONSTRUCTION OF THE EAST WING, DAMAGED BY BOMBING: Damaged when a bomb fell on an adjoining building, the East Wing of the Royal Horse Guards in Whitehall is now undergoing reconstruction work. The East Wing includes the Guards' stables, thought to have been built in the mid-eighteenth century. About half-an-inch of whitewash has been stripped from the vaulted ceilings of the stables—estimated at about forty coats, one every five years. During the present work on the stables troopers of the guard are brought from the Knightsbridge Barracks by coach, and guard the gate on foot. The stables are expected to be finished by the end of the month.

DEER-STALKING IN THE HIGHLANDS

TESTING THE RIFLE BEFORE SETTING OUT ON A DEER-STALKING EXPEDITION: Stalking equipment includes telescopes, sticks and a length of rope. Sound wind and great patience are requisites of equal importance.

THE HERD SCATTERS AT THE SOUND OF THE FIRST SHOT, WHICH KILLED A FINE STAG: Ten seconds later another stag, bounding off across the heather, falls mortally wounded by a second deadly shot.

THE HUNTERS WARILY APPROACH THE WOUNDED STAG: The man on the right has taken hold of one of its hind-legs. After the kill the animal is disembowelled to make a lighter load on the journey home.

THE DEER-STALKERS STUDY THE DISTANT HILLS FOR SIGNS OF THEIR QUARRY: Lying back in the heather with telescopes steadied on their walking-sticks, they are engaged in the more leisurely part of the stalk.

THE WOUNDED STAG: It tried to bound away across the rushing mountain stream, but fell, mortally wounded. This was the second of the two stags killed after hours of gruelling stalking among the mountains.

TIED TO ROPES, THE DEAD STAGS ARE DRAGGED DOWN THE HILLSIDE TO THE WAITING PONIES: Out of the 1,500 deer roaming wild in this part of Scotland 150 are killed annually, seventy of them stags.

THOUGH WINTER HAS NOT YET ARRIVED THERE IS STILL SNOW 3,500 FT. UP THE MOUNTAIN: Reaching the herd they had marked down meant an arduous climb over this mountain, moving with the utmost care.

This is the time of the year when the heather-strewn Highlands of Scotland resound to the noise of gunfire and "flesh, fish and birds of the air," which have enjoyed quietude and freedom, fall victim to the sportsman's guns and rods during the open season.

One of the most gruelling of Scottish sports is the stalking of deer. Endless patience, 100 per cent. physical stamina, a pair of keen eyes, and, last but by no means least, the ability to move quietly are demanded of the deer-stalker.

The photographs on this page were taken at Benula, alongside Loch Mullardech, in Inverness-shire, on land belonging to Mr. Robert Wotherspoon. 1,500 deer roam over this land. Each year about 150 of them are shot, including usually seventy stags and eighty hinds. On this occasion Willie Maclennen acted as ghillie for the young farm manager, twenty-three-year-old Jim Turnbull. Willie lives in a cottage at Benula and has spent sixteen of his forty-two years stalking deer in these mountains. He knows their habits and he is nearly as sensitive to their presence as they are to his.

Early in the morning Jim and Willie set out with their equipment, a 7-mm. Mauser gun, a length of rope, two telescopes and two long sticks. Half an hour's steady walking followed before the men got down on their backs in the heath to study the mountains ahead through their telescopes. Willie's keen eye detected the presence of deer two to three miles away. Reaching this spot entailed the climbing of a 3,500-ft. mountain, topped with snow. Two hundred yards away from their quarry—four stags and fifteen hinds—both men crouched low, making as little noise as possible and keeping well downwind.

At a range of 100 yards Jim fired. A miss would have dispersed the frightened animals immediately, but he brought down a stag and within ten seconds had fired again. This time he wounded a stag, which plunged into a mountain stream in its efforts to escape.

Later, the throats of the two dead stags were cut, and finally the beasts were disembowelled to lighten the weight of the heavy carcasses. On the end of ropes slung round their long sticks, the stalkers dragged their victims down the mountain slope to the waiting ponies below. Slowly the procession made its way homeward through the pouring rain and beneath a darkened sky.

The stalkers, soaked to the skin, had been out for seven hours, during which they had covered about eight miles of rugged moorland and steep mountain country.

AT THE FOOT OF THE MOUNTAIN THE DEER ARE STRAPPED TO THE BACKS OF PONIES: The hunters have been out in the rain and mists for many hours, but there is still the long, slow journey home.

RESTING HIS GUN ON A CONVENIENT BOULDER, THE HUNTER TAKES AIM: With great skill and patience the hunters had approached to within 100 yards of the herd without betraying their presence to the timid animals.

THROUGH THE POURING RAIN THE LITTLE PROCESSION STARTS HOMEWARD AT THE END OF THE DAY'S HUNT: Strapped to the ponies, the deer present a pathetic sight. But they will provide about 120 lb. of tasty venison.

AS THE SCHOOLCHILDREN OF OTTAWA SANG "O CANADA" FOR THE ROYAL VISITORS: Princess Elizabeth with Mayor Charlotte Whitton of Ottawa, at Lansdowne Park, where, accompanied by Prince Philip, the Premier and Mrs. St. Laurent, she attended a rally of 13,000 children. This was on the first day of the Royal visit to Ottawa and on the third day of the tour of Canada. The Royal train had arrived in Ottawa early in the morning, drawing up at a special platform several miles west of the centre of the city. It was a perfect autumnal day, and like the preceding days of the Royal visit, was crowded with engagements for Princess Elizabeth and Prince Philip until late in the evening. After Ottawa the route of the tour lay south-westwards to Toronto, Niagara Falls and Windsor on the United States border.

IN QUEBEC AND OTTAWA WITH PRINCESS ELIZABETH AND PRINCE PHILIP

ON THE FIRST DAY AT OTTAWA, FEDERAL CAPITAL OF THE CANADIAN DOMINION: Princess Elizabeth receiving notabilities at the railway platform specially erected amidst the rural surroundings of Ottawa's Island Park Drive. In the background, making the introductions, stands Mr. St. Laurent, the Canadian Prime Minister. Following their arrival, Princess Elizabeth and Prince Philip started an eight-mile drive through Ottawa and then followed a closely-timed programme.

ARRIVING FOR THE STATE BANQUET AT THE CHÂTEAU FRONTENAC IN QUEBEC: The Princess is resplendent in a silver lace and tulle evening dress and wearing the Garter Star and Ribbon. Prince Philip is turning to talk with a member of the entourage. Princess Elizabeth replied to the toast of the Premier of Quebec, making part of the speech in French and part in English. After the State banquet the Royal visitors ended their day in Quebec by spending a short time at a concert given by Quebec Symphony Orchestra.

THE FIRST MEMBERS OF THE ROYAL FAMILY TO FLY TO THE NEW WORLD : Princess Elizabeth and Prince Philip going down the gangway of the Stratocruiser on arrival at Montreal at the end of their Atlantic crossing, and at the start of their Canadian tour.

THE START OF THE ROYAL TOUR OF CANADA

PRINCESS ELIZABETH AND PRINCE PHILIP ARRIVE BY STRATOCRUISER IN MONTREAL AND JOURNEY ON TO QUEBEC

PHOTOGRAPHERS LINED THE PATH OF THE ROYAL COUPLE AT MONTREAL : Representatives of the Canadian and the United States Press photographed the Princess Elizabeth and Prince Philip for minutes on end, and batteries of newsreel men went into action at strategic points. While reviewing a guard of honour it was noticed that the Princess's path was strewn with flashlight bulbs used by the enthusiastic photographers.

DRIVING FROM DORVAL AIRPORT, MONTREAL, TO THE RAILWAY SIDINGS WHERE THEY BOARDED THE TRAIN FOR QUEBEC : Princess Elizabeth, who wore a frock closely matching the colour of the Canadian blue spruce, and Prince Philip, who was in naval uniform, seen driving side by side. The Royal car was escorted by scarlet-coated mounted police, riding silver-painted machines.

GREETINGS AT DORVAL AIRPORT, MONTREAL : Princess Elizabeth walking with Lord Alexander of Tunis, Governor-General of Canada, and Prince Philip with Mr. St. Laurent, Prime Minister of Canada, after alighting from the Stratocruiser *Canopus*. A great crowd assembled at Dorval to greet them.

CALLING WHITEHALL 4832—PRINCESS ELIZABETH ABOARD THE ROYAL TRAIN AT MONTREAL TELEPHONES TO THE QUEEN AT BUCKINGHAM PALACE : The Princess told her mother about the Atlantic flight and inquired about the King's health. It is probable that the Princess also discussed with the Queen the announcement about to be made from Buckingham Palace that she would undertake the Australian tour in 1952, taking the place of the King, who could not make such a journey so soon after his operation.

Montreal made a great national occasion of the arrival by air on Canadian soil of the Heiress-Presumptive to the throne, and a day later Quebec, the ancient French capital of French Canada, gave a response upon the same level of enthusiasm. If the arrival scenes at Dorval Airport are any indication of the crowds which will gather along the route during the Royal tour of Canada, and if the programme at Quebec is any indication of the nature of the programme in the days ahead, it seems that Princess Elizabeth and Prince Philip are going to have the most strenuous time of their lives. In Quebec they responded magnificently to the calls made upon them, stepping from the Royal train shortly after breakfast and beginning a round of visits and ceremonial functions which lasted until late in the evening. At Quebec it was essentially the day of the schoolchildren, some of whom ran for as much as a mile beside the Royal car as it made its way through the streets of the lower town.

WALKING ROUND THE CITADEL, ONE OF THE ANCIENT FORTRESSES OF CANADA : Princess Elizabeth and Prince Philip seen on the high point of the promontory above the St. Lawrence. On the left is Hugues Lapointe, the Canadian Minister of Veterans Affairs, and on the right Lieut.-Colonel F. L'Esperance, who is the commanding officer of the Citadel Guards.

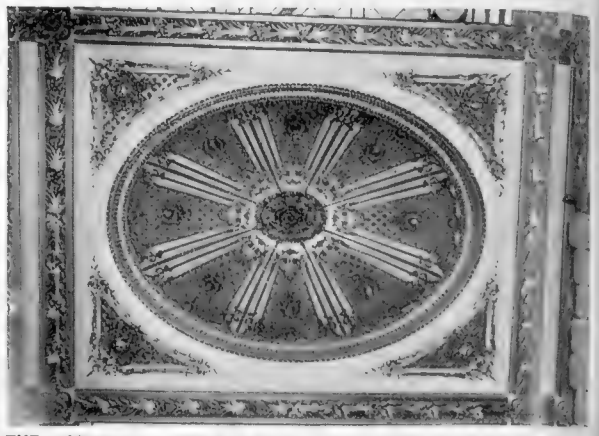
AT QUEBEC SUCH WAS THE ENTHUSIASM THE CROWDS THRONGED INTO THE PROCESSIONAL WAY AND SOME EVEN RAN BESIDE THE ROYAL CAR : This picture was taken as Princess Elizabeth and Prince Philip were driving to the Parliament building, one of many visits during a crowded day in the old French city. At the Parliament building members of the Legislative Council and their wives were presented. The Royal visitors then went to Laval University, where they were greeted by Mgr. Roy, Archbishop of Quebec and Chancellor of the University.

PREPARING THE WELLINGTON MUSEUM

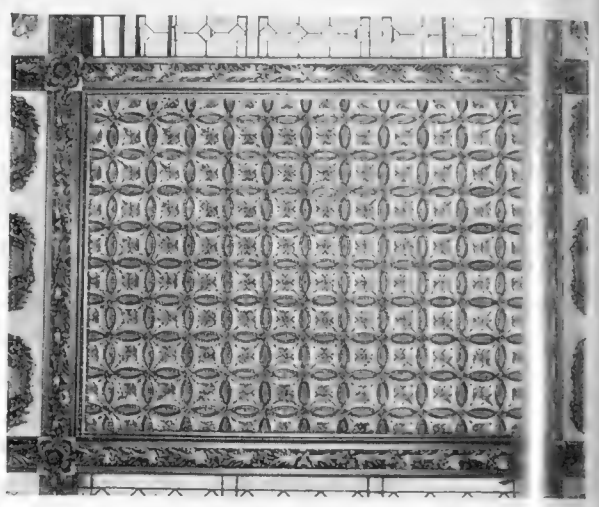
THE PROGRESS OF THE WORK ON APSLEY HOUSE, WHICH THE PRESENT DUKE OF WELLINGTON GAVE TO THE NATION IN 1947

AT WORK ON THE ORNATE WYATT CEILING IN APSLEY HOUSE, FOR MANY YEARS THE TOWN HOUSE OF THE DUKES OF WELLINGTON AND SINCE 1947 THE PROPERTY OF THE NATION : Apsley House, now being converted into a Wellington Museum, will very probably be opened to the public sometime next year. This picture was taken in the famous Waterloo Gallery, the scene of the Waterloo banquets at which the Iron Duke entertained his officers each year. The present Duke of Wellington still retains a suite of rooms in Apsley House.

A RICHLY GILDED CORNICE IN THE WATERLOO GALLERY : Two dozen painters and decorators are now working on the six imposing first-floor rooms, which are to form the main part of the Wellington Museum. Touching up the gleaming gold leaf in the 80-ft.-long Waterloo Gallery has been a most expensive process. The hanging of gold damask paper on the walls, taking the place of the Georgian silks, has been designed to cut costs.



THE ORNATE WORKMANSHIP OF THE CEILING IN THE WATERLOO GALLERY : The restoration of the gilded ceilings of Wyatt, with their very heavy cornices, has been proving one of the most complicated tasks in the preparation of Apsley House, Piccadilly, for its new role as the Wellington Museum.



A CHAIN PATTERN UPON THE GILDED CEILING IN THE W ERLOO GALLERY : This ceiling was the work of Benjamin W tt, who enlarged Apsley House for the first Duke of W lington

THE ORIGINAL ADAM FIREPLACE IN THE PORTICO DRAWING-ROOM : This will be retained in the restored building.

Apsley House, popularly known as No. 1 London, standing near the gates of Hyde Park at the western end of Piccadilly, will serve a triple function when it is restored, first as a Wellington Museum, secondly, as a scene of Government entertaining, and, thirdly, as a London home for the present Duke of Wellington, who stills retains a suite of rooms in the building. Apsley House was presented to the nation in 1947. The gift was not made through the National Trust, but by special Act of Parliament. The effect was to transfer to the Crown the house and its forecourt and gardens, together with its chattels which formerly belonged to the 1st Duke of Wellington. The house alone is worth £400,000. With it the present Duke gave Wellington's celebrated collection of pictures, plate, jewelled orders and other relics, said to be worth another £400,000, but possibly even more valuable than that. Among the pictures are the paintings which belonged to the Spanish Royal collections and which were taken after the Battle of Vittoria in 1813 when they were abandoned by the fleeing Joseph Bonaparte, Napoleon's brother.

Apsley House was originally built from designs by the brothers Adam in 1771-78 as a red brick mansion for Lord Chancellor Apsley, 2nd Earl Bathurst. In 1808 the lease came into the possession of the Marquess of Wellesley, and in 1816 his brother, the Duke of Wellington, began to reside in the house. In 1820 the Duke purchased the lease out of his own resources. It was not a gift from the nation; but in 1830 Parliament bought the freehold for the conqueror of Waterloo, the cost being £9,350. It was in 1828 that the original red brick house was faced with stone and enlarged by the Wyatts, Benjamin and Philip. Further alterations were made in 1853. It was in the great Waterloo Gallery that during the latter part of the Duke's life the famous Waterloo banquets were held each year, the principal guests being the Duke's brother officers who fought with him in the last Napoleon campaign. With its mirrors reflecting the glittering candelabra, this is a magnificent chamber, and it was little wonder that Disraeli wrote: "Apsley House is the best house in London for a party."

COVERING A WALL IN THE WATERLOO GALLERY WITH RED WALL-PAPER: The pattern of this wall-paper is an exact copy of the beautiful silks which once hung in the gallery and have now disintegrated. The replacement of these silks, which dated from the reign of George IV, would have been most costly. They covered the walls of the drawing-room, the library and the banqueting hall at Apsley House.

CLEANING AND REPAINTING ORNAMENTAL LEAF FIGURES: These will in due course be replaced in position on the upper part of the walls of the Waterloo Gallery. Repairs at Apsley House are costing about £50,000. The building suffered severely from bomb-blast during the war; but structurally it is still quite sound.

MAKING GOOD THE ADAM CEILING IN THE PORTICO DRAWING-ROOM: The work of restoration was begun last December and it was hoped that it would be ready for the Festival of Britain, but the Ministry of Works repairs have taken much longer than was anticipated. Sir Leigh Ashton aims to arrange the Velazquez and other paintings, as well as the furniture, trophies and treasures, as nearly as possible as they would have been found in a private house in the days of the Duke of Wellington.

A "GLAMOROUS NIGHT" AT THE LONDON COLISEUM

AND OTHER NEWS IN PICTURES OF THE STAGE, THE SCREEN, AND THE CONCERT PLATFORM

GRACIE FIELDS SINGS "KEEP THE HOME FIRES BURNING": This was one of the big moments in "Salute to Ivor Novello," the special programme presented at the London Coliseum in order to raise funds for running Red Roofs, Maidenhead, Ivor Novello's former country house, as a convalescent home for actors and actresses. The show realised £17,000, and there was an audience of 2,200. Tickets were from 10s. 6d. to £10 10s.

CICELY COURTNEIDGE AS THE DOWAGER FAIRY QUEEN: The famous musical comedy star provided some of the robust humour in the brilliant programme at the London Coliseum when members of the theatrical profession paid their tribute to the memory of Ivor Novello and helped to raise funds for the convalescent home at Maidenhead. Other stars of the show were Kirsten Flagstad, Roma Beaumont, Jack Buchanan and John Gielgud.

ORSON WELLES AS OTHELLO: The American screen actor and producer seen in the title-role of the Shakespearean tragedy with Miss Gudrun Ure, a young Scottish actress, in the part of Desdemona. The play has been given a trial run at Manchester and was scheduled to start its London run at the St. James's Theatre on October 18. Mr. Peter Fich, a young Australian, plays the part of Iago. The costumes and scenery have been designed by Motley.

SIR JOHN BARBIROLLI RETURNS TO COVENT GARDEN: For the first time since 1937 he will be conducting at the Royal Opera House, Covent Garden, when the Opera Company's sixth season since its foundation in 1947 opens on October 22. Sir John will be conducting a revival of *Turandot*, which opens the season, and he will also be conducting performances of *Aida* during the coming season. In this picture he is at work during a rehearsal at Covent Garden. Sir John, who is fifty-two, was born in London of Italian and French parentage. He first appeared as a cello soloist at Queen's Hall in 1911, and later toured with the International String Quartet. He became conductor of the Halle Orchestra in 1943, and was knighted in 1949.

HOMEWORK IN HOLLYWOOD: Mr. Robert Newton, the British film actor, studies United States citizenship requirements on a Hollywood sound stage between takes of the film version of Bernard Shaw's play *Androcles and the Lion*. Mr. Newton has applied for an alien quota number as a preliminary step towards becoming a citizen of the United States. Early this year Mr. Newton flew to New York with his three-months-old son, leaving his wife behind.

The
ROVER
Seventy-Five

By appointment to His Majesty The King
Manufacturers of Land-Rovers
The Rover Company Ltd.

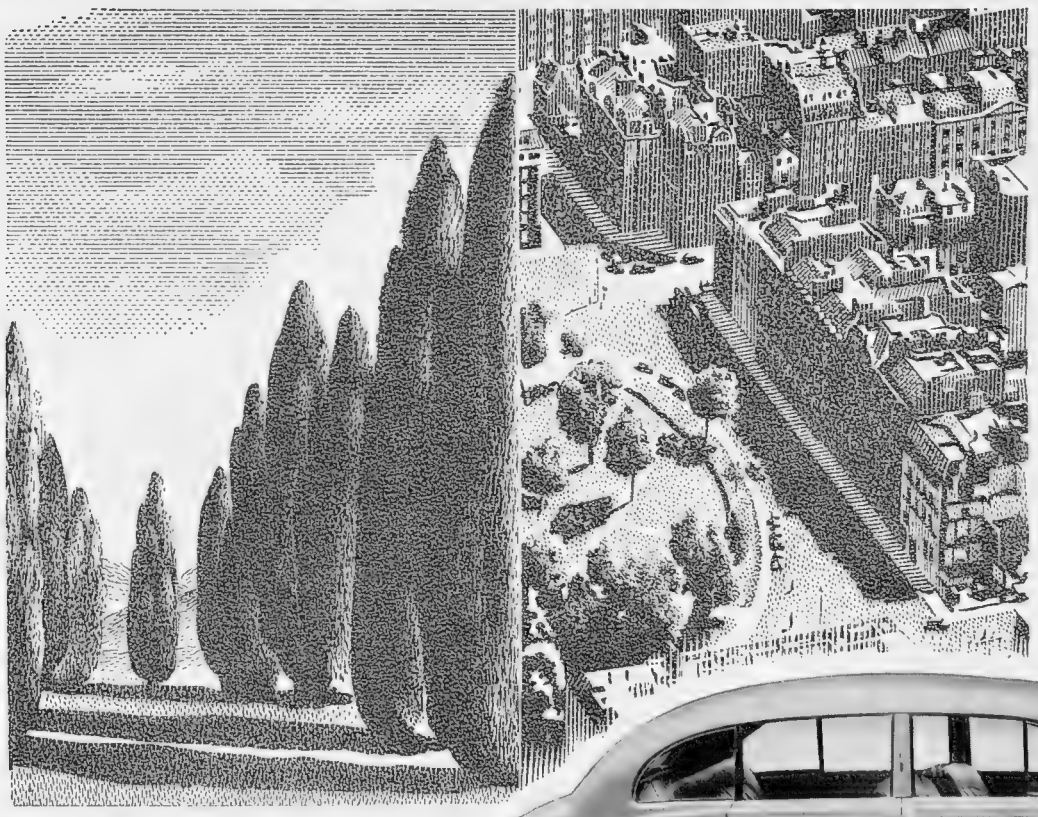
The Rover Seventy-Five anticipates the demands of the motorist who wants something rather special in performance and appearance. It is a good car in every respect, built with a thoughtful attention to detail by craftsmen who take pride in their work. It is a pleasure to ride in, a delight to drive and surprisingly economical in fuel and upkeep.

EARLS COURT
October 17th — 27th
STAND No. 158

THE ROVER COMPANY LIMITED SOLIHULL, BIRMINGHAM, ALSO DEVONSHIRE HOUSE, LONDON

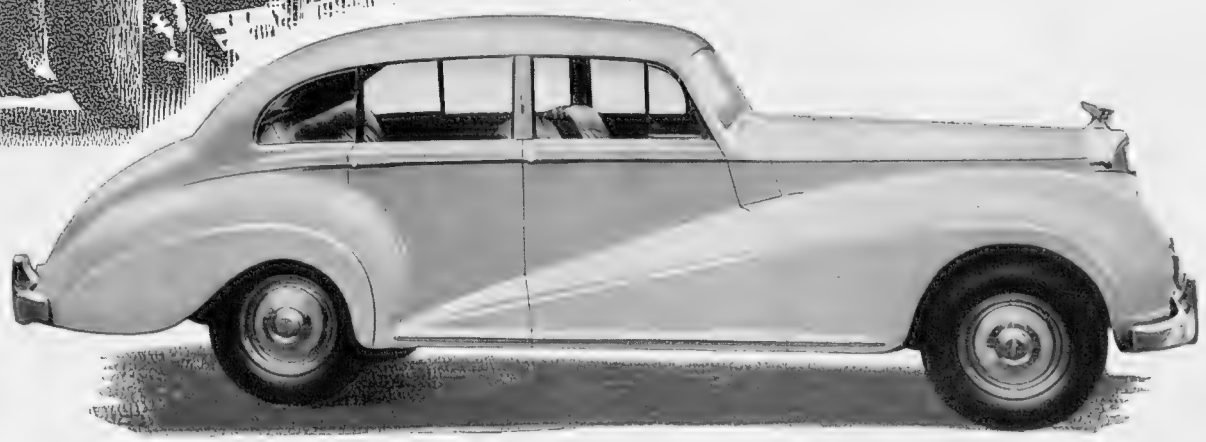
CVS-159

FOR TOWN OR COUNTRY



The
BENTLEY
Mark VI

The Silent Sports Car



BENTLEY MOTORS (1931) LTD., CONDUIT STREET, LONDON, W.1

The World of Books—By VERNON FANE

A CARDINAL AMONG THE NOVELISTS

Some Important New Works of Fiction Appearing in the Autumn Lists

WHEN one says that something or other is just what one would expect from a person, the words seem to have a derogatory, a faintly scornful ring, and yet, at best, this can be the highest form of praise. For instance, this week I have read a very good, an enchanting novel; and it has been just what I would have expected from Mr. Charles Morgan. A BREEZE OF MORNING (Macmillan. 10s. 6d.) is the story, slight from one point of view, profound from another, of a schoolboy's love and discernment, both of them on a plane more intense than boyish. The writing of this book is in itself a pleasure, for it is urbane without being too glossy, and immensely sympathetic without sentimentality.

THE FOUNDLING (Hutchinson. 9s. 6d.) is a more emotional affair altogether, but it has ease, good taste and an indubitable narrative skill. It also has the distinction of a cardinal for its author. Francis, Cardinal Spellman has written this story of a badly scarred young soldier who, one night in Christmas week just after the last war, finds a baby in the crèche of a New York cathedral. It has been abandoned and he picks it up and, after hesitation, takes it to the Foundlings' Home, who care for it. The baby and its effect on a prematurely embittered man are the themes of the story, which lays a recurrent emphasis on the possibility of men and women of all religions, creeds and races living in amity together.

Miss Nerina Shute's study of Shelley in POET PURSUED (Jarrolds. 10s. 6d.) is made with a very free hand, but is not without its spirited moments. The writer's contention is that, since Shelley followed the doctrines of Godwin wholeheartedly in his condemnation of the ceremony of marriage, he only married his pretty Harriet in the first place to keep her happy, and was therefore justified in leaving her when he judged the moment was right. He eloped with her when he was nineteen and she was sixteen. Three years later he eloped with Mary Godwin and invited Harriet to make a *ménage à trois* with them, on a platonic basis. What happened is history, even to Shelley's tragic death, and Miss Shute's interpretation is at least worthy of consideration. In the meantime, she has written a very readable novel.

THE SILVER LOCUSTS (Hart-Davis. 12s. 6d.) is a fantasy which hesitates between the whimsical and the Orwellian. It has been written by an American, Mr. Ray Bradbury, and takes place for the most part on the planet Mars between the years 1999 and 2026 A.D., though it opens in a present-day Ohio winter. Fantasies are such very personal matters of taste that I would no sooner recommend it flatly and universally than I would ask a woman to choose me a cigar, but I do suggest that you should take a look at this one. You might just conceivably find it as diverting as I did, although as loosely written.

Mr. John Morrison, an Australian author, has written an adventure story that is not without merit, about a Canadian sailor who leaves his ship at Melbourne in the hopes of finding a shore job. Like other sailors he has long had the idea that landsmen not only get all the best jobs but can keep to them more steadily, enjoy a secure income and a happy home life, and generally benefit from the good things of the earth. PORT OF CALL (Cassell. 9s.) shows that he is mistaken in this ingenuous belief, but it also proves to the sailor's satisfaction that there is such a thing as the brotherhood of man, whether on shore or afloat.

Mrs. Katherine Everett's book, WALK WITH ME (Constable. 12s. 6d.), is a collection of stories and sketches based so often on reality and memory that they fall into a comfortable niche half-way between fact and fiction. Most of them, and certainly all the best ones, are tales of the Irish peasantry the writer has known all her life.

THE NEW GENERAL SECRETARY OF THE ENGLISH P.E.N.: David Carver, composer, singer and music critic, who has been appointed to succeed the late Herman Ould. During the war he was A.D.C. to the Duke of Windsor when the Duke was Governor and C.-in-C. of the Bahamas.

NIGHT WITHOUT SLEEP (Peter Davies. 9s. 6d.) is written with admirable competence and is readable to the point of slickness, but I still cannot decide whether it was really worth writing. Briefly, the plot concerns a still young man, handsome, popular and exceptionally gifted, who is married to a rich, pretty woman who loves him and has an equally attractive and loving mistress. Nevertheless (or perhaps because of this rather over-populated situation) he is very nearly an alcoholic, and drinks his way from his psychiatrist to a third, new love, reeling up and down New York till he wakes to the fact that he has committed a murder. He has an idea that something of the sort has happened, but is muddled about the identity of the victim. In the end he finds out and is arrested with probably the worst hangover even in current fiction. Mr. Elick Moll wrote this story.

England, Germany and France are the settings for this week's crop of detective and adventure stories, of which I particularly recommend to you Mr. Hammond Innes' story AIR BRIDGE (Collins. 9s. 6d.). Here is a writer who knows as well as anyone now competing in this field, how to tell a story so that the reader's attention will not only be gripped, but so that he will begin to share the tension, the excitement, the cold and the danger of the plot. This is more than a knack; it is a gift, and Mr. Innes has it. The present novel describes the building of a new design of aircraft engine in a lonely hangar in one of the Eastern Counties, the equipping of a stolen aircraft, and a perilous bid to take part in the Berlin airlift. It is all tremendously exciting, chapter by chapter and page by page, and I hope that you will enjoy it as I did.

Mr. Howard Mason's PROUD ADVERSARY (Michael Joseph. 9s.) is an outstanding and, I hope, unashamed exhibit of the "With-one-bound-Jack-regained-his-freedom" school of writing. In this fast-paced adventure story, there is no house wall so sheer that the heroes (there are several of them) cannot shin up it in a minute or so, and no church so towering that they cannot slip down its side with Dracula-like competence. The scene is France, from Bordeaux to the Spanish frontier, the action is sustained by means of powerful cars and the whole thing is splendid fun except to dreary old pedants. And who would class himself among those?

There is such richness in Mr. John Gore's EDWARDIAN SCRAPBOOK (Evans. 18s.) that everyone will want to pick out and cherish their own favourite passage. My own are in the chapter on The Country House, and in *One Fort Untaken*, a chapter of sheer nostalgia for older readers. Mr. Gore tells us that his scrapbook is designed to defend and not to debunk the majority of Edwardians, and this is a task which he carries out with considerable grace, whether he is describing the life—and the behaviour—of the young man about town, or dwelling on the solemn tedium of big dinner-parties where procedure was formal and rule-abiding enough to please even the Medes and the Persians.

The photographs Mr. Gore has chosen to illustrate his highly entertaining text are, most of them, collectors' pieces, and with admirable restraint not too many of them have been included, so that the reader's view is unhampered and he can enjoy the flavour of the period without being overwhelmed by an avalanche of examples. Altogether a book of enormous charm, an inspired present if you have started making your lists, and a production worthy of its subject.

Mr. Ralph Moody's roistering memoirs, LITTLE BRITCHES (Peter Davies. 10s. 6d.), tell of the days when he and his family moved from New Hampshire to Colorado, and from the confinement of a mill town to the wide open spaces that surrounded Denver in 1906. *Father and I Were Ranchers* is the subtitle of this lusty, humorous tale, and I think that older children, as well as their parents and relations, are going to enjoy it, with its general atmosphere of being very much at home on the range.

In a recent advertisement in THE SPHERE *of "A King's Story" (Cassell. 25s. net), it was inadvertently stated that the Duke of Windsor is a grandson of Queen Victoria. He is, in fact, a great-grandson, as several readers have pointed out.*

Six More Recommended Books

GREAT FARMERS (Faber and Faber. 21s.) *is a new edition of Sir James A. Scott Watson and May Elliott Hobbs' account of the British Contribution, during a hundred years, to farming, first published in* 1937.

In **THE CAUTIOUS REVOLUTION** (Martin Secker and Warburg. 18s.) *Ernest Watkins gives his account of the achievements and failures of the British Labour Government from* 1945 *to mid-*1951.

FRITZ KREISLER (Rockliff. 25s.), by Louis P. Lochner, *is the first full-length biography of the celebrated violinist.*

Ernest Stern, one of the greatest stage designers of our day, has written his memoirs under the heading of **MY LIFE MY STAGE** (Gollancz. 21s.).

A SEAT AT THE BALLET (Evans. 12s. 6d.) *has been written by Caryl Brahms as a guide to the moderately new ballet-goer. There are many full-page pictures.*

Willy Ley (joint author of the "Conquest of Space") describes his new book, **DRAGONS IN AMBER** (Sidgwick and Jackson. 21s.), *as the "Further adventures of a romantic naturalist."*

MORE MICHENER

His Return to the South Pacific Scene

James A. Michener's *Tales of the South Pacific* made an unforgettable impression when it first appeared in 1947, telling in prose of a noble simplicity the story of the great conflict in the Pacific as it affected the people of the islands caught up, as they were, in the hopeless turmoil of death and occupation and victory. It was a book of the utmost realism, dwelling in particular upon the American impact upon the lives of the islanders, stressing again and again the swathe of degradation and corruption, let alone physical destruction, cut by war in those Eastern waters. In RETURN TO PARADISE (Secker and Warburg. 21s.), Mr. Mitchener goes back to the scene of his literary triumph, which won him the Pulitzer Prize, and this time he ranges rather wider, going south to Australia and New Zealand, those bastions of South Pacific freedom, as well as revisiting Guadalcanal, Rabaul and other places now famous in the annals of war. *Return to Paradise* is in part a travel book, and in part fiction, Mr. Michener illustrating the life of each place visited by a short story. These stories give added depth and excitement to an absorbing book. The chapter on New Zealand is wholly memorable as an American's tribute to, and understanding of, the deep love of a free sovereign nation for the motherland. Accompanying it is the equally memorable and very much down to earth short story "Until They Sail," with its climax in a New Zealand courtroom, where a returned New Zealand soldier stands trial for the murder of his wife on discovering she had consorted with Americans. Mr. Michener skirts no issue either in his travelogue or in his story-telling. To say that he has the Somerset Maugham touch would be in part true, but it would also be misleading, for this Quaker author from Pennsylvania is a brilliant individualist.

The first volume in a new series is James A. Williamson's SIR FRANCIS DRAKE (Brief Lives, Collins. 7s. 6d.). The author is one of the foremost living authorities on maritime history. He tells us what sort of man Drake was, the kind of seamen he commanded, the ships he sailed in, and the adventures on which he led them. Roger Fulford's *Queen Victoria* and C. V. Wedgewood's *Montrose* are Volumes II and III in this welcome series. Already well established and a firm favourite is The Mariners Library. No. 18 is ON SAILING THE SEA (Rupert Hart-Davis. 10s. 6d.), a collection of the seagoing writings of Hilaire Belloc arranged by W. N. Roughead. There is a generous selection from Belloc's famous *Cruise of the "Nona."*

Two travel and adventure books both belonging to the same part of the world are Jean Devanny's TRAVELS IN NORTH QUEENSLAND (Jarrolds. 16s.) and Guy Morrison's WE SHARED AN ISLAND (Phœnix House. 10s. 6d.). Miss Devanny deals in part with her journeyings in the Gulf country—that vast unpopulated stretch of outback lying in the Gulf of Carpentaria—and in part with the islands of the Great Barrier Reef. Mr. Morrison deals with the tropical mile-square island of Moan-Ahra, where he and his wife and their two children shared with a few others the golden beaches and a life of perpetual sunshine. He tells the story of the house they built and thatched and walled with palm leaves, of their swimming and fishing, and of their hard work.

A new volume for the connoisseur is Soame Jenyns' LATER CHINESE PORCELAIN (Faber and Faber. 30s.). This magnificently compiled and scholarly book, with its wealth of illustrations, deals with the Ch'ing Dynasty (1644-1912) and, in particular, with the wares made in true Chinese taste rather than those made specially for the European market.

Through the power of broadcasting, the Church has found vast new congregations. The number of daily listeners to Lift Up Your Hearts, the religious broadcast preceding the eight o'clock news, must be vast, and if many of them give only half an ear to what is said and sung, the impact of Christian truth is none the less there. The longer studio services have a big following, particularly among the bedridden and the aged, and these daily listeners have long requested the B.B.C. to provide them with a hymn book for all occasions, so that they may follow more closely. Under the inspiration of Dr. F. A. Iremonger, Dean of Lichfield, and the general editorship of Dr. W. K. Stanton, such a volume now makes its appearance, or, rather, two volumes. THE B.B.C. HYMN BOOK WITH MUSIC is published at 12s. 6d., and THE B.B.C. HYMN BOOK, with the text alone, is published at 6s. by Geoffrey Cumberlege, Oxford University Press. Two standards have been considered in the choice of each hymn. The first is, has it something to say about God? The second is, could it be properly sung by a congregation? With this in mind the selection committee has rejected the metrical meditations of eminent agnostics and the Utopian prophecies of humanists. Most people will agree that the Committee has done a fine job of work. The hymn book contains both good theology and good poetry. There is one hymn from the Chinese, two from Swahili, and one from the Welsh, needless to say the immortal words of William Williams, "Guide Me, O Thou Great Redeemer."

All that's best in Britain...

The Regimental drums . . . . . we can almost hear their throb across the vast parade ground . . .
To-day, as in the past, the craftsman works with unerring skill to preserve
in bold colour the names of battles fought long ago . . . . in the same way the skill
of past engineers is carried on in the products of the Standard Motor Company,
representing as they do in every detail of their design "all that's best in Britain."

The 1952 Triumph Renown

SALOON & LIMOUSINE

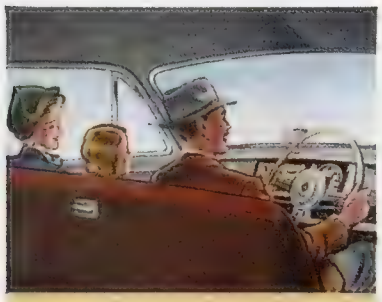
International Motor Show, Earls Court
(Oct. 17th—27th)

STAND 137

The Triumph Motor Company (1945) Ltd., Coventry
A subsidiary of the Standard Motor Co. Ltd.
London: 37 Davies Street, Grosvenor Square, W.1. Telephone: MAYfair 5011

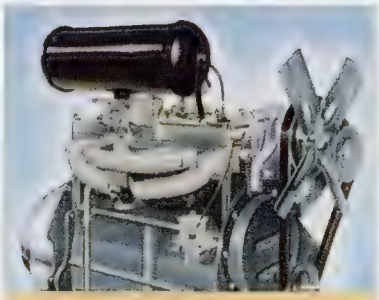
TRIUMPH CARS · STANDARD CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS

You get still more in the LATEST Minx-



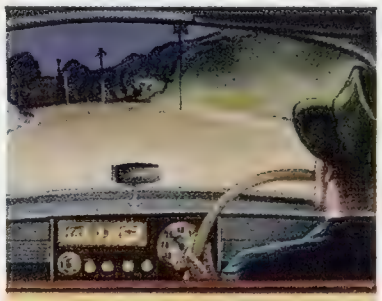
MORE HEADROOM

Minx 5-seater roominess is still further increased. Extra headroom gives a better driving position, more comfort and control.



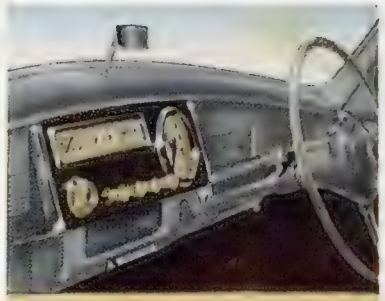
MORE RELIABILITY

Improved lubrication, cooling, and clutch mechanism—and many other technical advances — bring yet more reliability and economy.



MORE SAFETY

To Opticurve vision are added new double-dipping headlamps ; lighter, more positive steering ; and weather-proofed brake-drums.



MORE STYLE

Notable refinements in styling include new door and wing mouldings, instrument panel improvements & attractive, durable new colours.

...and you get still more out of it!

The Hillman Minx—the logical development of 20 years' continuous improvement—is as handy in traffic and easy to park as ever with ample room for the whole family—and luggage. There are refinements in styling—both inside and out—and more attractive colour schemes. Improvements to power unit and transmission design ensure lively performance with traditional Minx reliability and economy.

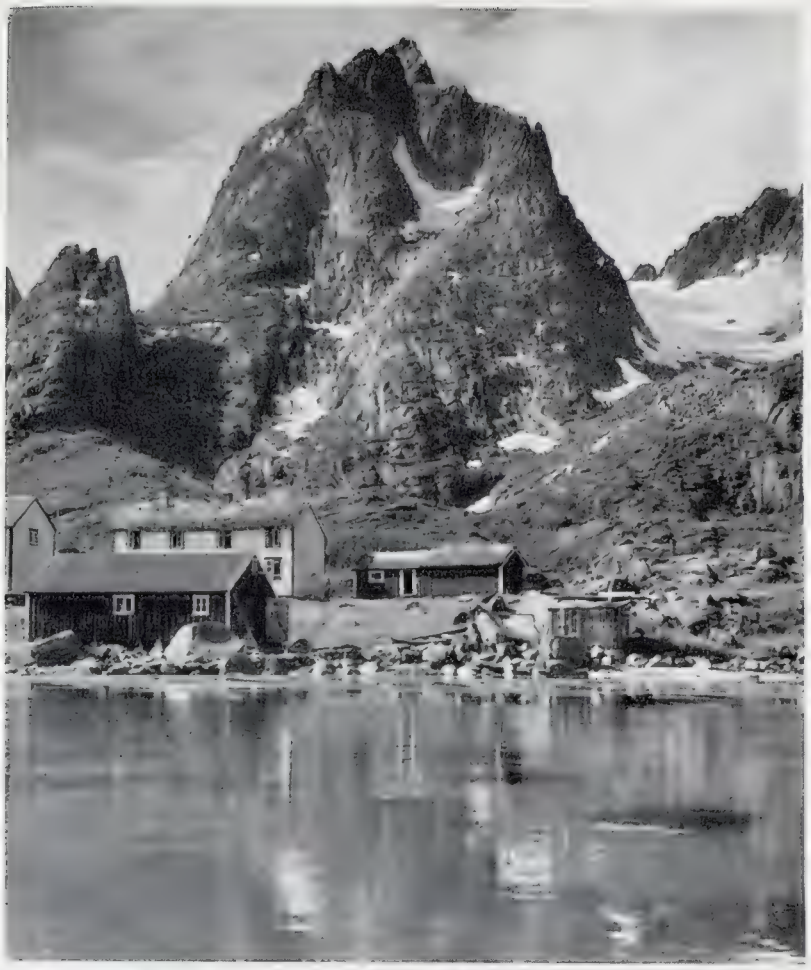
THE HILLMAN MINX

MOTOR SHOW
EARLS COURT
STAND No. 129

SALOON, CONVERTIBLE COUPE AND ESTATE CAR

Craftsman Built by the Rootes Group

HILLMAN MOTOR CAR CO. LTD. COVENTRY · LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON W.1



AN ISOLATED SETTLEMENT BENEATH THE LOFOTEN MOUNTAINS : This is the settlement of Reknes, the home of one of many half-isolated communities in this island group which is the focal point of the Norwegian fishing industry. The Lofotens are much in the news at the moment owing to the Anglo-Norwegian fishing dispute before the International Court of Justice at The Hague. Sir Frank Soskice, the Attorney-General, has been presenting the British case at The Hague. Mr. Sven Arntzen has been presenting the Norwegian case.

THE GOAT AT SVOLVOER, A REMARKABLE ROCK FORMATION, SO-CALLED BECAUSE OF ITS PINNACLE CROWNED BY A PAIR OF HORNS : Hundreds of feet below can be seen the little fishing harbour. For centuries the people of the Lofotens have regarded the fishing grounds as their own property, and the international system for defining the limits of coastal banks has not been fully regarded. Now The Hague Court is being asked to resolve the question in the fishing rights dispute which has arisen with Great Britain and is, at the time of writing, under consideration.

LIFE in the ISLES OF LOFOTEN

A FAMED CENTRE OF THE NORWEGIAN FISHING INDUSTRY

The Lofoten Islands, the scene of such concentrated energy for a few months in each year, leapt into world prominence exactly ten years ago when British Commandos and Norwegian marines landed at Östvaagö from light units of the Royal Navy. It was in this raid that invasion barges were used for the first time by the British.

Now, another kind of British invasion threatens the Lofotens, and the other fishing grounds of the Norwegian coast, and at the time of writing the International Court of Justice at The Hague is being asked to decide whether it represents invasion or not, and to what extent local usage and international agreements on the fishing rights can be reconciled.

Nowadays about 5,000 boats congregate in the Lofoten Islands at the height of the fishing season, but this is nothing to the activity at the end of the last century when records show that there were over 40,000 fishermen gathered in the Lofotens in 1895 and that they were operating no fewer than 9,300 boats After the hectic season is over and the harvest of the sea has been reaped, the Lofotens return to their traditional calm. The main fishing season lasts from mid-January to April. It is at this time that the cod come from the depths of the Atlantic to spawn on the coast between Aalesund and Trömso.

PEATS ARE STACKED AND CUT FOR BURNING IN THE LONG WINTER NIGHTS AND HAY IS MADE IN THE PASTURES BY THE SEA : Lofoten fisherfolk at work on the land. The rather arduous method of haymaking by which the grass is hung up to dry on poles is typically Scandinavian.

ON A LOFOTEN CROFT : The crofter's wife is seen scouring pots outside the front door of her weatherboard house. In the background, and stretching down to the shore, is the hayfield with grass hanging out to dry on long poles. The islanders find it hard indeed to get sufficient winter feed for their cows.

A FISHING VESSEL ON A WHALING HUNT IN THE REGION OF THE LOFOTENS : Across the deck and protruding on port and starboard is a carcase awaiting flensing. When hunting whale a crow's nest is fitted near the summit of the mast. Herrings in the winter months and cod in the spring are the main catches of the Lofoten fishermen.

"He that can be Content has no more to desire"

DON QUIXOTE

Contented—that's the word for the man who is smoking an EMBASSY CIGAR. He has no particular desire to hear about our 70 years' experience in selecting the very best leaf. He is content to enjoy the mild Havana flavour .... completely content.

"Embassy" **CIGARS**

made by

W. D. & H. O. Wills.

Branch of The Imperial Tobacco Company (of Great Britain & Ireland), Ltd. E.C.6.M.

MACDONALD & MUIR LTD

Distillers · Leith · Scotland

18/- *per bottle*

For those with Sherry palates

. . . including so many of today's distinguished people—the name Marques del Real Tesoro means sherry from ancient Jerez Soleras, of outstanding excellence. Real Tesoro "*La Capitana*," the lightest, crispest of Manzanillas, is a perfect drink for "before dinner." Other palates prefer the refined elegance of Real Tesoro "*Torero*," a smoothly delicate Amontillado Fino for sherry connoisseurs. Those who know sherry will appreciate the distinctive qualities of "*Almirante*," a rich, full-bodied golden Oloroso; of "*Andaluz*" Medium Dry Amoroso; and of "*Ideal*," a genial, highly-bred Fino Amontillado.

MARQUES DEL

REAL TESORO SHERRY

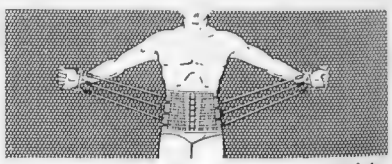
(The Spaniards say Ray-AL Tes-ORO which means Royal Treasure)

FROM YOUR WINE MERCHANT *Sole Importers: C. H. Tapp & Co. Ltd.*

NEW, SAFE, SIMPLE WAY TO

RID YOURSELF OF MIDDLE-AGE SPREAD

Now—without dieting or strenuous exercise—you can lose that 'corporation' and regain a slim, youthful figure. A wonderful new invention—the Patented Rallie Massage Belt–disperses unwanted fat and strengthens the muscles of your abdomen, gradually smoothing back your figure into a trim healthy slimness. Not a corset, not a belt for constant wear—just a simple, safe appliance which you use for a few minutes a day. It's easy, gentle—yet it gives you a marvellous feeling of well-being. Endorsed and recommended by medical authorities, the Rallie Massage Belt is ideal for men and women of all ages.



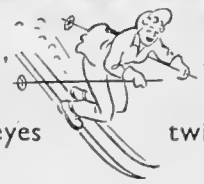
The Rallie Health Belt gently massages your abdomen, exercising muscles and dispersing fat. It's easy to use, safe, effective.

ILLUSTRATED BOOKLET FREE Write enclosing 2½d. stamp to:

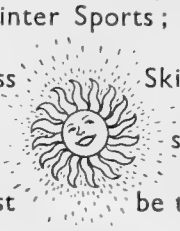
RALLIE HEALTH APPLIANCES LTD

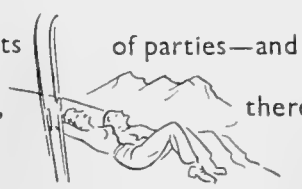
DEPT 230, 62 PALL MALL, LONDON, SW1

is a time of joy in SWITZERLAND



. . . and, what's more," went on the Snowman—his coal-black eyes twinkling—"There are all the thrills of Winter Sports; even Ski-ing can be learnt in a Swiss Ski School in one week.—There's sundrenched scenery that takes your breath away—food that must be tasted to be believed and, of course, the famous Swiss hospitality, that means lots and lots of parties—and dancing in the evenings. Really, there's no end of fun in Switzerland."





All tickets, even Sport Season Tickets, can now be bought in sterling

Your TRAVEL AGENT will be happy to arrange your Swiss Winter Holiday to suit your pocket. Further information can also be obtained from the Swiss National Tourist Office, 458/9 Strand, London, W.C.2.

Ride High this Winter

on the lowest-priced Winter Sports holiday since '39!

Cooks lead the way to the gayest and cheapest Winter Sports holiday you've had since '39. And you have the biggest choice covering the pick of the snow playgrounds on the Continent. Ask at any Cooks office to-day—they have all the answers.

★ 10 days SWITZERLAND, **£23 12s.**
★ 10 days AUSTRIA, **£20 5s. 6d.**
★ 10 days FRANCE, **£29 7s. 6d.**

And many more, including Initiation and Continuation Parties.

Free. *Write for a copy of Winter Sports 1951-52, to Dept. H|2|LY at any office of Cooks.*

COOKS

THOS. COOK & SON, LTD., BERKELEY ST., LONDON, W.1.
(Branches throughout Gt. Britain, or any office of Dean & Dawson Ltd.)

TWO *Winter Sunshine* CRUISES

M.V. Warwick Castle

17,383 tons

from LONDON Dec. 31
SOUTHAMPTON Jan. 16
visiting

Gibraltar, Casablanca
Las Palmas and Madeira

14 days. *Fares from £63*

UNION-CASTLE LINE

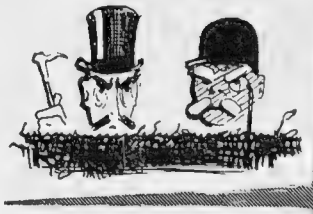
3 Fenchurch St., E.C.3
West End Passenger Agency:
125 Pall Mall, S.W.1
or Travel Agents.

BURNETT'S

WHITE SATIN GIN

Smooth as Satin

Maximum U.K. prices: 33/9 per bottle; 17/7 half bottle; 9/2 qtr. bottle; 3/7 miniatures.



A·GRAND **'LONG'** WITH ICED WATER

THE BASIS OF A PERFECT **'SHORT'**

That's the long and short of it!

PERNOD

The Aperitif of France

Pernod fils

Available in Bottles and Halves from leading Wine Merchants
Sole importers: J. R. PARKINGTON & Co. Ltd., New Bond St., W.1

"...how very good your Lantigen has been in a severe attack of CATARRH"

I should like to say how very good your Lantigen has been . . . I used to wake up nearly choked with catarrh, after two weeks it nearly vanished, and now in three weeks am normal.
N.S., Atherstone, Warwick.

(One of thousands of unsolicited testimonials which can be inspected)

LANTIGEN 'B' is a dissolved oral Vaccine specially prepared by skilled bacteriologists under medical direction. Taken like ordinary medicine, it stimulates vital tissue cells to produce antidotes to combat and neutralise germ poisons. Although LANTIGEN 'B' costs one guinea per bottle, plus 4.8d. Purchase Tax, the treatment works out at only a few pence per day. Free leaflet from chemists or address below.

Lantigen 'B'

DISSOLVED ORAL VACCINE TREATMENT for

CATARRH and BRONCHITIS

OVER **2,000,000 BOTTLES SOLD** THROUGHOUT THE WORLD

Taken like ordinary medicine

Lantigen (England) Ltd., Bagshot, Surrey

What's in that basket, Mrs. Ellis?

Flour is never actually *self*-raising. It depends for this property upon the addition of aerating powders. Most of these, in turn, depend on food phosphates supplied to the miller by Albright and Wilson. There is scarcely a shopping basket throughout the country which does not carry, anonymously, in at least one of its packages, some part of Albright and Wilson's output of essential phosphate products.

Chemicals for Industry

ALBRIGHT & WILSON LTD

49 PARK LANE, LONDON, W.1

TBW 153

You don't carry a Baracuta you wear it—proudly!

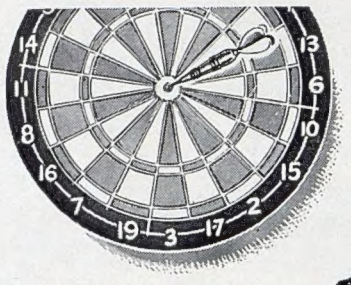
BARACUTA

BRITAIN'S BEST RAINWEAR

BARACUTA (CLOTHIERS) LTD. MANCHESTER · ALSO U.S.A. AND CANADA

Unchanged in a changing world

DEWAR'S
"White Label"
SCOTCH WHISKY



How to make a hit

The surest way of getting top marks for hospitality is to serve "Black & White".

Good hosts offer this fine Scotch with confidence and pride because they know it is blended in the special "Black & White" way.

'BLACK & WHITE'

SCOTCH WHISKY

The Secret is in the Blending

By Appointment to H.M. King George VI.

Scotch Whisky Distillers
James Buchanan & Co. Ltd.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY.

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2.*

BROADWAY, WORCS. THE LYGON ARMS

Always in season. The Inn which led the revival of Highway Hospitality. Here you are assured of a personal welcome, warmth, comfort, good food, and wine. Tel.: Broadway 5.

CAMBERLEY, Surrey. KINGSCLEAR HOTEL

With confident pleasure I recommend for Autumn/Winter residence or vacation this newly-opened hotel. Luxury appointments (private bath to every other room), the latest central heating installation and REAL French cooking. Tel.: Camberley 1870.

FOLKESTONE. PRINCES HOTEL

Enjoy real comfort and personal service at this 70-bedroom hotel near the sea-front. H. and C. and electric fires all rooms, central heating, lift, fully licensed. Suites and rooms with private bath available. Good train service to London (70 miles). Tel.: 2850.

HONITON, S. Devon, is famed for its mild winter.

THE DEER PARK HOTEL

8 miles from the sea, is protected by hills from mists and fogs. Central heating and log fires ensure comfort and warmth. Resident teacher in painting (Oils). Terms 7 gns. Telephone: 64.

GOING TO LONDON? For quiet comfort and convenience of location, book your hotel accommodation at ST. ERMIN'S, CAXTON STREET, LONDON, S.W.1, a stone's-throw from St. James's Park Underground and Victoria Street bus stop. Very comfortable apartments and breakfast from 25/- per night. Tel.: ABBey 7888

LONDON, GORE HOTEL and RESTAURANT

Queen's Gate, S.W.7. (By Kensington Gardens end.) A small, luxury hotel, quietly situated, with a Restaurant becoming famous for its *à la carte* menus. The wine list, which has been designed to suit the palate of the connoisseur and the pockets of the impoverished, is surely the finest in Town. No Music. Ken. 3621

MINEHEAD, SOMERSET, NORTHFIELD

Situated in 3 acres of grounds, aims at high standards of catering and comfort *at any time of the year.* Convalescence? A Honeymoon? Or just in holiday mood? Exmoor, the sea, and Northfield make a happy combination. Tel.: 864.

THE COUNTY HOTEL, ROTHBURY NORTHUMBERLAND

This modern, well-appointed hotel provides for your complete enjoyment .... first-class service, well-cooked food, cocktail lounge, own gardens. Vacancies for Permanent Residents. Phone & Grams: Rothbury 6 & 235. A.A.*** R.A.C. and Veteran Motorists.

TORQUAY'S GRAND HOTEL

On the level, facing the sea. Sun lounge, suites and willing service. Write O. R. Paul for comprehensive terms for your AUTUMN HOLIDAY or WINTER RESIDENCE. Tel.: Torquay 2234.

OATLANDS PARK HOTEL, WEYBRIDGE SURREY

Only 30 minutes from London. Golf, Tennis, Squash, Bowls and Dancing—all free to Residents. 150 Rooms (many with private bath) and self-contained suites. Central heating. Moderate inclusive terms. Weybridge 1190.

DR. BARNARDO'S HOMES

(Still Dependent on Public Support)

See this little chap . . . isn't he worth every care? In our family there are 7,000 children, and we aim to give each one every opportunity for a fuller life. We can—with your help.

Gifts of any amount warmly welcomed.

10/- will buy one child's food for five days.

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes," should be sent to 20 BARNARDO HOUSE, STEPNEY CAUSEWAY, LONDON, E. 1.

Toys, Games, etc. (new, if possible), for boys and girls of all ages, will be warmly welcomed in time for Christmas. Please address parcels to our Gifts-in-Kind Dept., at above address.

Lindt

THE CHOCOLATE OF THE CONNOISSEUR

CHOCOLAT LINDT
RODOLPHE LINDT FILS
ESTABLISHED 1879

A choice selection of—

SPANISH TABLE WINES

7/3 PER BOTTLE

RIOJA • BURGUNDY — A full Red Wine of good body, velvety and fragrant. So well matured that it is entirely free from acidity.

RIOJA • SAUTERNE — A good Dinner Wine of high quality. Rich and exquisite with delicate bouquet.

RIOJA • CLARET — A delicious Red Wine, smooth and sound.

RIOJA • CHABLIS — A Dry Wine of sound body and great bouquet.

ORDERS OF 6 BOTTLES OR MORE CARRIAGE PAID. *Cash or Cheque with first order.*

THE VINTNER
66, KENSINGTON CHURCH STREET, LONDON, W.8
BAY: 2629

THE CONNOISSEUR'S KUMMEL

MENTZENDORFF *Kummel*

MADE FROM THE BLANCKENHAGEN FAMILY RECIPE, OVER 125 YEARS OLD.

Sole Importers: J. & W. NICHOLSON & CO. LTD., *London.*

Andy ADAGES No 36

In good years corn is hay; in ill years straw is corn—

but ANDY Gardening Gloves give constant protection for your hands. ANDY GLOVES stay supple and wear well under the roughest treatment.

"THESE ARE THE GLOVES YOU HAVE HEARD ABOUT"

5/11 per pair from all Ironmongers & Stores, or direct 6/2 post free. (State size)
TEDSON THORNLEY & CO.
ROCHDALE

Andy Reg'd GARDEN GLOVES

THE *Eagle*

'Egg laid': that was the full context of a telegram dramatic enough to send Capt. C. W. R. Knight, well-known ornithologist, on a 7,000 mile trip to South Africa. For it meant that, after many attempts, he might at last succeed in photographing the growth of the Martial Hawk Eagle.
Noted for its tremendous wing-span, 'The Lamb-Taker', as it is known by the natives, inhabits the open country. Fierce and rapacious, it exacts a heavy toll on buck and other small game.

DISTINGUISHED BY THE SILVER RING

ON the road, as in the air, the Eagle is unchallenged. The Goodyear Eagle, mighty in strength and endurance, incomparable in appearance, is without doubt the tyre-building achievement of the age. Every technical advance of recent years is featured in this outstanding tyre. Deeper, tougher tread rubber provides impressive extra mileage. New improved All-Weather Tread design resists every direction of skid, gives quicker, safer stops. Wider, flatter tread area gives bigger grip, slower wear. The handsome reinforced sidewalls protect the tyre body from kerb damage and make cornering steadier than ever before.

The Eagle Tyre by Goodyear, the ultimate in car tyre quality, is the greatest car tyre value ever offered to the motoring world.

THE GOODYEAR TYRE AND RUBBER CO. (GREAT BRITAIN) LTD., WOLVERHAMPTON

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

In a class of its own for "Quality First" Features

The "Quality First"

MORRIS

Take a searching look at the next modern Morris you see. In its styling, interior appointments, superfine finish and in its performance too, it has entered a new and higher class in economical motoring. Until that happy day comes when you take delivery of a new Morris keep your present model in first-class condition by availing yourself of Morris Quality First Service. There are over 2,000 authorised dealers throughout Britain who are specialists in Morris methods and carry stocks of factory-inspected spares.

A NUFFIELD PRODUCT

MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: NUFFIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.1

C.C.603.

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195-198, Strand, London, W.C.2. SATURDAY, OCTOBER 20, 1951. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.